

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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ONE PENNY.

## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:*—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.*—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynold's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Coast Seamen's Union (San Francisco).*—"Delightful and interesting, and a worthy champion of the sailors' cause."

*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"The variety of matter with which it is replete, and the information which it contains justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"Nominal price and multifarious attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette.*—"Rapidly improving, both in quality and circulation."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

*South Wales Echo.*—"Well edited and interesting."



MR. SAMUEL PLIMSOLL.

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## OVERLOADING.

ALL HANDS ON DECK.

MR. PLIMSOLL AT THE WHEEL.

MR. SYDNEY BUXTON, M.P., ON THE UNION.

MR. J. H. WILSON ON LEGALISED MURDER.

Poplar Town Hall, in the East-end of London—which is the nautical end—was the scene last Thursday evening (November 7) of a great demonstration of seafaring folk and their friends, organised by the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland. At 7.30 a procession of sailors and firemen, with bands and banners, formed in East India-road outside the residence of the treasurer of the Green's Home Branch, and marched to the hall, where there were on the platform Mr. Sydney Buxton, M.P., president of the Green's Home Branch; Mr. S. Plimsoll, Mrs. Plimsoll, Miss Plimsoll, and other ladies; also Dr. Corner, Capt. Custance and Crookes, the Editor of SEAFARING, Mr. J. H. Wilson, general secretary of the Union; and Messrs. Clarke, Perritt, Fysh, and others.

Mr. Plimsoll's carriage, containing himself and wife, and daughter, formed part of the procession to the hall, the carriage having a guard of honour, of delegates of the Union in uniform, on either side. Arrived at the hall, he met with an enthusiastic welcome, and was invested with the scarf of the Union.

Mr. Sydney Buxton, M.P., presided.

The Chairman in his opening remarks referred to the advantages of Trades Unions to the working-classes. The recent dockers' strike had given a great impetus to the formation of such Unions and he congratulated the Dockers' Union on the fact that it was increasing by leaps and bounds, and numbered thousands now where it numbered units a few years ago. (Cheers.) As the dockers shewed the other day, it was not absolutely essential that workers on land should have a Trades Union to achieve victory, but sailors cannot be in two places at once. They were scattered all over the earth, and unless they could leave their votes and voices in the hands of a representative council they had little opportunity when a crisis arose of making their strength known and respected. The sailors wanted a Trades Union, not only to influence their employers, but to bring pressure to bear on public opinion, and through public opinion on Parliament itself. (Cheers.) If the sailors returned one of their own class to represent them

in Parliament—(cheers)—that one would be a considerable step towards attaining many of the needful reforms on which sailors had set their hearts, and to which they were fully entitled. (Cheers.) Sailors should be protected by a thoroughly stringent Employers' Liability Bill. There should be more efficient inspection of the food sailors were expected to consume, and by means of their trades union might do more than Parliament itself to boycott employers who do not properly feed their sailors. Much loss of life at sea was due to accident, but it was largely due to criminal negligence on the part of shipowners. Many shipowners were honourable sympathetic men, but unfortunately there were many black sheep among the flock and to deal with these he urged that further legislation was necessary. There should be a compulsory loadline on each ship which should not be changeable at the pleasure of the owner. (Hear, hear.) In conclusion the Chairman, alluding to the presence of Mr. Plimsoll, eulogised that gentleman's distinguished services to seamen, and then asked Mr. Plimsoll to address the meeting. (Loud applause.)

Mr. Plimsoll, who was received with an enthusiastic welcome, that shewed how well seafaring men appreciated his efforts on their behalf, moved:—"That this meeting of the sailors and other inhabitants of London, desires to express its most emphatic opinion that the time has fully arrived when the loadline, as ascertained and defined by the Loadline Committee, and which has already been adopted voluntarily by the owners of 2,300 ships, should be made compulsory upon all shipowners."

Before he spoke the band played "For he's a jolly good fellow." After which he said: A reference to Parliamentary paper, c. 5,227, 1887, at page 11, shews that the Wreck Commissioners' Court costs the country £25,000 per annum, and that the 122 additional officers of the Board of Trade appointed under the Merchant Shipping Act, 1875 and 1876, cost £34,600 per annum. In addition to these sums the Board of Trade has paid £9,310 as damages for wrongful detention of ships, but whether this last sum is the aggregate of damages or the annual charge is not apparent. Now, as far as I am able to judge, the whole of this expenditure is pure waste. With the exception of the fact that the findings of the Wreck Commissioners' Court afford arguments for reformers (to afford which was certainly not the object of this legislation), the expenditure on the Wreck Court is certainly waste. To inquire merely, without any subsequent proceedings, either to punish or prevent, is certainly useless. Yet what shipowner, however guilty, has been punished? Who has yet seen any measure of prevention founded upon these findings? They do not even inquire into more than 10 per cent. of the cases which do occur, not even of those whose ships have been lost with all hands. Mr. Rothery's evidence (Parliamentary paper, c. 4,577, 1885, page 694), shews that in the years 1880 to 1884 inclusive, the cases of 65 missing vessels were inquired into. Parliamentary paper, c. 5,479, page 5, shews that during this period 631 cases of missing vessels occurred. Of the 65 cases inquired into no less than 30 have been found to have been lost from overloading. We spend, then, £25,000 per annum merely to ascertain the cause of the loss of one-tenth of the ships which are lost with all hands; and this after they are lost, when it is and has been possible since August, 1885, not to ascertain merely the cause of loss after it has occurred, but absolutely to prevent the loss. The Load-line Committee included no less than seven practical shipbuilders (five of whom are also shipowners), and Benjamin Martell, Esq., chief surveyor of Lloyd's Registry Committee, and they patiently elaborated a separate scale of freeboard for each distinct type of vessel, so that the maximum carrying capacity of each vessel afloat can be readily ascertained and applied. If this were done, no overloaded ship could proceed to sea, and consequently the loss of life and property caused by overloading (no less than 36-5ths of the whole) would entirely cease. During the seven years ending June, 1887, no less than 6,805 lives were lost in missing ships alone. Yet the Government will not give its own officers aid in the discharging of their onerous and difficult duties, but require of them to decide, merely by looking at a ship, whether she is overloaded or not, with a liability to an action for damages if they make a mistake. How is it possible to prevent overloading under such conditions? It is not possible. (Applause.) Accordingly we find that the enormous proportions of 36-5ths, nearly one half of the missing, ships whose fate has been

inquired into, were sent to sea overloaded, and, applying this proportion to the whole number posted as missing we find that 291 of the 631 missing vessels were lost from overloading. ("Shame," "Murder.") Yet, as I have said, it is and has been since August, 1885, possible to prevent the loss, not of one-tenth merely, but of all the loss arising from overloading, and that not at an enormous annual cost either, but absolutely without any expense whatever. (Cheers.) Could the force of folly go further? ("No.") Is not this the *ne plus ultra* of unreason—"Yes, madness"—of how not to do it? Let us go further, from the abstract to the concrete. There are two surveyors of the Board of Trade at Cardiff, Mr. Sloggett and Mr. Richards. These two gentlemen are required to-day, to-morrow, and every day to prevent overloaded ships from going to sea. Yet, notwithstanding the fact that since 1885 Parliament and Government have had scales of freeboard for every ship of every type elaborated with infinite care by the most practical and scientific men, which scales, if painted on the ship's sides would clearly indicate the extreme limit to which that ship could be loaded with safety; notwithstanding that fact they neglect to paint such necessary marks on them, and Mr. Sloggett and Mr. Richards are required to determine merely by looking at a ship whether she is overloaded or not—(laughter, "Absurd")—and if overloaded how much cargo must be taken out of her, at the peril, if they make a mistake against the owner, of having an action for damages brought against the Government Department which employs them. ("Shame.") I say advisedly it would be as reasonable to require a ship's captain to guess at the position of his ship at sea, and forbid him to use the quadrant to take the altitude of the sun, and I believe this prohibition would not cost one-tenth of the loss of life and property which is now caused by overloading. (Hear, hear.) Why, even if the load-line were only painted without any enactment requiring the load to be regulated by it, it would at least enable Mr. Sloggett and Mr. Richards to act without fear of an action for damages, and so enable them to prevent a large part of the overloading which is now caused. (Loud cheers.)

Mr. J. H. Wilson, who was received with loud cheers, seconded the resolution. He said they were assembled there for a great and glorious object—to try and prevent the legalised murder of a large number of their fellow working men. (Cheers.) The shipowners said Mr. Plimsoll had no right to speak on behalf of seamen and that the latter were not dissatisfied with their lot. But he (Mr. Wilson) stood there representing 65,000 seamen. (Cheers.) The shipowners from time to time had raised serious objection to the Employers' Liability Bill. At the annual meeting of the Chamber of Shipping, Mr. Nathaniel Dunlop said the Bill would have a most mischievous effect on the great shipping interest of this country, and that it would have been much better had Mr. Scrutton's pension fund been established. Why did the shipowners take such a lively interest in the sailors two years ago when they proposed to bring forward this bill? In the first place they asked Parliament to pass a measure compelling every sailor and fireman to pay 6d. for every ten days they were in port, and they on their part would contribute the large sum of 6d. to every seaman's contribution, so that in the event of the ship going down with all hands, for those whose lives had been sacrificed through the greed of unscrupulous men who sent their ships to sea for the sole purpose of losing them and getting the insurance, the widows and orphans would get the miserable pittance of six shillings a week. ("Shame.") In ten years the lives of no less than 18,000 of our sailors and firemen had been sacrificed. During these years the shipowners were aware of the effect of the enormous annual loss of life. Why did they not consider provision for widows and orphans sooner than two years ago? Until then they had not thought for them. They did not think of them until there was talk of extending the Employers' Liability Bill to Seamen. Then they made up their minds that if they could smuggle that rascally Bill through the House of Commons and take 1s. 6d. to 2s. a month from our sailors, the latter would be shut out from the provisions of the Employers' Liability Bill. But he was pleased to say the National Sailors and Firemen's Union, although young at the time, was able to capsize their scheme. (Cheers.) They talked about a Widows and Orphans' Fund! Would it not be more satisfactory to the sailor's or fireman's wife to see her husband return safe from the voyage than to learn that his life had been lost through an unseaworthy ship and in consideration of

the fact she would have six shillings per week to maintain her. The sailors did not want this widows and orphans' fund. They wanted every possible means adopted to prevent the sacrifice of the lives of sailors and firemen. (Cheers.) Then the shipowners denied that many vessels were overloaded. But practical sailors knew better. The captains of these vessels were compelled from force of circumstances to leave ports abroad with the vessels deeply overlaid. They knew the danger they had to run, but they were obliged to risk it in order to keep their employment. (Cheers, and cries of "Shame.") The shipowners said the majority of ships lost at sea were lost by the act of God. As a practical seaman of 14 years' experience he would tell all the shipowners of the world that never was there a vessel lost through the act of God. There was a reason for everything, and if a steamer was sent to sea with her bilge pumps choked through the neglect of their engineers, or the engineers had not sufficient firemen to keep them clean, and that vessel foundered—and he knew many foundered from that cause—could they say it was the act of God? (Cries of "No.") Then take the question of under-manning. If a vessel of 1,000 tons was sent to sea with four or five sailors on deck, three or four firemen down below, a donkey-man, a man at the wheel, another on the look out, and an officer on the bridge, if they had to take in a sail a man had to leave the look out, an officer the bridge; there was no one to look after the vessel, and a collision occurred with a vessel coming in an opposite direction. Probably both vessels foundered with all hands. Could they call that the act of God? ("No.") It had never been proved in any Court of Inquiry that a vessel had been lost entirely owing to the violence of wind or waves. If a vessel was strong, thoroughly equipped in her machinery and manned in every sense of the word there was no fear of the vessel foundering. No matter how strong the gale may be she would be able to withstand that gale. (Cheers.) Then sailors were asked the soft question: Why did seamen go to sea in these overlaid vessels? When men in the port of London signed articles on Tower-hill, at the Tidal Basin, or Green's Home, they did not know the class of vessel they were going in. They had never had an opportunity of seeing her and did not know how she was laden. They entered into a contract which compelled them at all times to be obedient to the lawful commands of the master and officers of the vessel and if on going down to join their vessel they found she was overlaid, undermanned, or defective in her equipment, those men dared to complain individually, the master could have them arrested, and thrown into prison. A case of the kind occurred three or four weeks ago at Cardiff. The stipendiary magistrate there would not allow the question of the seaworthiness or otherwise of the vessel to be brought forward. The crew had entered in the official log-book their protest against going to sea in the vessel that she was undermanned, defective in equipment, wanted sufficient ballast, and they considered her unsafe. The magistrate said he had great sympathy for the men, but could not allow them to set their judgment against the superior judgment of the captain of the vessel. (Laughter and "shame.") In consequence those men were each sentenced to 20 days' imprisonment. ("Shame.") The shipowners said they did not countenance overloading, and that if vessels were overlaid it was the fault of the officers and master. He knew differently. He knew one very respectable firm of shipowners, the managing partner of which went to church every Sunday morning and evening. This gentleman wrote to his captain at Bilbao in so many words: "Fill her up. Don't leave any space. Put plenty in her. Mind you carry good cargo. Let us have a good 'output.'" In fact, he said, everything but "overload the vessel." He (the speaker) knew another shipowner who used to direct his captain to load his vessel deep, by putting the directions in pencil on a separate sheet of paper from his usual letter. That scrap would get lost, and there was no evidence against him. ("Shame.") Then they were told the shipowners were most anxious about the lives of their men, but he related an instance to shew that the owners were not so careful as they pretended to be of the lives of the men who went in their vessels. Then the owners had everything to gain by the loss of their vessels. If property on land only worth £600 was insured for £1,000 in the event of its being burned down the owner could not recover more than the value of the property, but if a shipowner had a vessel worth £20,000, and he thought she was worth £25,000, he was at liberty to insure her for £25,000.



In addition to insuring her he could insure her freight on the homeward and outward voyage, he could insure the wages that would be earned by the seamen, the food they would consume, the coal that would be burnt, and if the vessel was lost five or six days after the commencement of the voyage, that shipowner could claim his money. He (Mr. Wilson) asked his hearers as intelligent and sensible men, was this not an inducement to these unscrupulous traders to trade on the loss of vessels. They did not want lives to be lost; they hoped the crew would be rescued, but as long as they got the insurance money they did not care much. Then they were told the shipowners of this country were generous men, who had the interests of their sailors at heart. He had had a large experience of the shipowners of this country, and he had never found them generous to widows or orphans; on the contrary, he had found the men who pretended to be so generous not satisfied with getting large insurances on the vessel, but then trying to rob the widows and orphans of what was their own and had been earned by the husband previous to the loss of the vessel. ("Shame.") The public might ask the sailors and firemen why the underwriters did not help them. But the underwriters made large sums of money out of the ill deeds of the shipowners. It was simply gambling on their part—"hear, hear," from Mr. Plimsoll—and so long as the shipowner was allowed to over insure his vessels for more than they were worth, they would not consider the true interests of the men on board the vessels. It was an insult to their worthy friend, Mr. Plimsoll, to call the present headline the Plimsoll load line. It was not Mr. Plimsoll's but Mr. Norwood's. (Groans.) Mr. Plimsoll brought forward his Bill providing that in the interests of the seamen of this country, the fixing of the load line should not be left in the hands of the shipowner, but Mr. Norwood was able to influence the large shipowning element in the House of Commons and the many friends of the shipowning element to listen to his talk, and the result was the load line was a farce, and the Government appointed the excellent committee Mr. Plimsoll had referred to. Foreign ships trading with this country were bound by the English law regarding the load line, so it was nonsense for shipowners to say they were handicapped by foreign vessels. With the aid of their Union and of justice the sailors and firemen did not care for the shipowners. He was surprised that any respectable newspaper should be found to advocate the cause of those unscrupulous men. He did not denounce the good shipowner. If a man carried on his business honourably and fairly what they might say from public platforms ought not to hurt his feelings. If the cap did not fit him he ought not to wear it, but when ever the sailors launched their thunderbolts and the shipowners felt their effect, they were guilty, to a large extent, or the thunderbolts would not hurt them. He had never found the shipowners take that lively interest in the seamen that the newspapers of the former tried to make out that they evinced. He had found shipowners cut down their mens wages to the lowest possible amount and then in return give them sailors' missions. (A voice: "Humbung.") He would say, "Feed a man well. Pay him good wages, and you will have no difficulty whatever in preaching the Word of God to him. On the other hand, starve that man, make his life not worth the living, and not all the missionaries and their preaching will have the influence upon him that they would have if he were placed in better circumstances." (Loud cheers.)

The resolution was carried unanimously. Captain Custance then briefly moved "That this meeting tenders to Mr. S. Plimsoll, Mr. J. H. Wilson, Mr. T. M. Walsh, and other gentlemen their best thanks for the able manner in which they have advocated the cause of our seamen, and more particularly for bringing under public notice many grievances of seafaring men."

Captain Crookes seconded.

A person who has been expelled from the Union, and subsequently prosecuted and ordered to give up some of its funds, at this point essayed to move an amendment. His appearance was received with vehement cries of "Don't allow it" and "Chuck him out."

The Chairman ruled that as that was a meeting of the inhabitants of Poplar, it was not competent for a stranger to move any amendment. This decision was greeted with loud cheers by the meeting, whereupon the intruder retired considerably crestfallen.

The vote having been passed, was briefly acknowledged by Mr. Plimsoll. A similar com-

pliment to the chairman brought the enthusiastic proceedings to a close. The success of the gathering was largely due to the arrangements made by Messrs. Clarke and Tysh, of Green's Home Branch.

#### SOME PRESS OPINIONS.

Mr. Plimsoll is still working earnestly on behalf of our seamen. At their recent Congress held at Cardiff he delivered a series of addresses in which he described what has been accomplished in the way of reforming the abuses by which thousands of lives are annually sacrificed at sea, and what still remains to be done. The main points of these addresses are now embodied in a pamphlet which will be issued as "Another Appeal in Twelve Chapters" on behalf of our seamen. It will deserve the close attention of all honest-hearted Englishmen. There are few efforts at rhetorical effect in the writings of Mr. Plimsoll. Without ostentation he states his case, and no man has a greater gift of expression in clear, convincing language. There need be no misunderstanding as to what still remains undone after a perusal of what he has written. The coffin ship is not yet a stranger to the seas, and there are still owners who care not two straws for the lives that may be sacrificed, if only they have an ample insurance policy upon the hulks they dedicate to destruction. In the retrospective portion of his pamphlet Mr. Plimsoll mentions some of the cases by the exposure of which he roused the country and Parliament into action 15 years ago. "I have known," he says, "a very leaky ship to be laden with bricks. Now the absorbent power of a brick is very great; you may pour a pint of water upon a single brick without a drop of it reaching the ground, so that in addition to having a very leaky ship you have one from which it was impossible to pump the water as it came in, because it was instantly absorbed by the cargo. That ship was never heard of again." This is merely an example of the trickery that was resorted to in order to earn dishonest insurance money. The Board of Trade is nominally supposed to have control, yet the surveyor to the Board admitted in evidence before the Royal Commission on Unseaworthy Ships that he knew nothing of ships being broken up. He supposed they went on until they were lost. The sailor's larder, once supplied from the fulsome refuse of old naval and military stores, is better than it used to be. Reform has also taken place in the system of loading as compared with 20 or 30 years ago. The stories Mr. Plimsoll can tell of letters received from dead men—letters written when they found themselves on board vessels that had no chance of reaching their destination—make the blood curdle with horror, and make us shudder at the thought of what men will do when the demoniacal thirst for gold is upon them.—*Birmingham Daily Gazette*, October 23.

Though Mr. Plimsoll may be content in the coming session if he can induce Parliament to adopt his headline views, he has seven other requirements in the interest of the seamen. He desires what he describes as "a reasonable regulation of deck cargoes"; the restoration of the law which required the construction of watertight bulkheads; that the food supply of seamen shall be subject to examination like that exposed in shambles ashore, that their accommodation shall be subject to inspection as lodging-houses are, and the application to seamen of the provisions of the Employers' Liability Act; that ships shall take a reasonable number of men, and not be undermanned; that there shall be a sufficient but not vexatious survey of structure; that "insurance shall displace the pernicious practice of underwriting"; and a discussion of the best method of governing in future the mercantile marine of Great Britain. From these planks of the new Plimsoll platform it will be observed that the sailors' friend still assumes that most shipowners are inhuman creatures, who are prepared to risk the lives of others to increase their gains. If he could modify his rancour he would have more people in agreement with his principles of mercantile legislation.—*Liverpool Courier*, October 23.

According to Dibdin, the simple unquestioning faith of the sailor is expressed in one article and in few words. He believes "there's a sweet little Providence sitting aloft to take care of the life of poor Jack." It would have been better for the British seaman if he had exercised a little wise scepticism on this subject. We do not suggest that he should have contracted vague ideas about Providence, but he should have familiarised himself with the lesson that "Providence helps those who help themselves." The neglect to realise this truth has caused poor Jack much misery. He has fortunately had an invaluable friend

in Mr. Plimsoll. Mr. Plimsoll is an enthusiast, and enthusiasts are often a troublesome class of people, who drive headlong at some given object, and take no heed of anybody who stands in their way. Perhaps Mr. Plimsoll is chargeable with conduct of this kind. In his impetuous efforts to secure common justice and the merest human consideration for sailors he has trodden upon many people's corns and offended many vested interests. But he may be forgiven for all that, inasmuch as the object he has sought to accomplish is one of the noblest a man could cherish.—*York Herald*, October 23.

Few men have been better known, in the most favourable sense of the phrase, than Mr. Plimsoll has been for many years past. Since he resigned his seat at Derby in favour of Sir W. Harcourt, he has been resting in the comparative obscurity of private life. But his overpowering interest in safeguarding the lives of our merchant seamen has never slackened, and the Sailors' Congress held lately did well to welcome him as the best friend of the sailor and to listen with close attention to all that he had to say. With all the fervour of an enthusiast, almost a fanatic, with all the knowledge of an expert and the care of a scientific observer, he battled for years with successive Governments until he compelled the passage of the Merchant Shipping Bill. Inadequate and defective as this measure may be, it was an enormous step in the right direction, and we may look with confidence to its being improved and carried further by the next Liberal Government, which will be pledged, not only to aid the Irish, but to benefit the English population. To assist in either of these good works there could be found no better man than Mr. Plimsoll, and it is to be hoped that some constituency will confer honour on itself and him, and a favour on the nation, by sending him to the House of Commons. The "Architect of his own fortunes," Mr. Plimsoll has none of the ordinary faults of the self-made man. Tenacious determination with absolute singleheartedness of purpose, and an unflinching fearlessness in doing that which he holds to be right, these are Mr. Plimsoll's leading characteristics, and make him much too valuable a man to be any longer left outside the councils of the nation.—*Political World*, November 2.]

VIOLENT gale from south blew in the Firth of Forth on Saturday. Large quantity of wreckage has been strewn upon beach, including two sailors' mattresses, which appear to have been only a short time in the water.

AN exciting scene was witnessed off Dover last Monday morning. A fishingsmack, the *Star of Hope* suddenly sank within a short distance of the shore in fine weather. The men were all rescued, but not without considerable difficulty.

THE death is announced of Captain John Liversedge, for many years in the West African service. Captain Liversedge only arrived at Liverpool last week in command of the British and African Company's mail steamer *Kinsembo*: suffering from a severe attack of congestion of the lungs, and never recovered.

OFFICIAL information has been received at Devonport that the able seaman Barber, of her Majesty's ship *Lily*, which recently foundered on the North American station, who rendered such gallant service by swimming ashore with a line by which most of the crew were saved, is to be promoted to the rank of boatswain (warrant officer) as soon as he can pass the necessary examination. A letter of thanks from the Admiralty for the survivors also awaits them on their arrival in England.

THE Admiralty have issued an important order with regard to the protection of British territorial waters from the encroachment of foreign fishery boats. As a general rule, it will be entrusted to the captains of the cruisers on duty with the fleets. It is, however, to be understood that the station officers of the coastguard on those parts of the coast which are visited by foreign fishing boats shall, whenever occasion may arise to call for interference, take steps to enforce the provisions of the Sea Fishery Act. Report is to be made direct to the Admiralty by telegraph when any depredations or encroachment have been made by foreign fishing vessels. One of the principal duties of cruisers, when in company with trawl fishing fleets, is to detect trawlers trafficking with "coopers." As the law stands, the trafficking is allowable; but the captain of the cruiser is to report the vessel so trafficking, so that the owners may be informed, and may see whether any gear has been bartered for liquor. Whenever possible the report is to be made by telegraph to the nearest coastguard station.

## CORRESPONDENCE.

## GRIEVANCES.

To the Editor.

SIR.—I trust you will find space in your valuable journal to bring before the seafaring community and public at large a long-standing grievance, the most pernicious that can exist in the seafaring profession. There is, sir, a class of men frequenting our London docks, runners, crimps, &c.—Englishmen they call themselves—some of whom represent to masters of vessels that they can supply them with seamen and firemen at very low wages, and such men are supplied, and have been for years, by foreign boarding-house keepers who employ their runners on commission, such commission being taken from the small wage of the seaman. I am sorry to say there are masters of vessels who lend a most willing ear to this illegal practice and accept it, as was done this afternoon by the master of the ss. *Loch Lomond*, lying at the south quay, London Dock, but I am most happy to say was frustrated by Unionism, well backed up by our most worthy delegate, Mr. Daniel Defoe, Tower Hill branch. So, sir, trusting you will excuse any mistakes arising in grammar, &c., from a plain-spoken fireman, I beg to submit the following. The ss. *Loch Lomond* had recently returned from an East India voyage, having had a Union crew on board, part of whom left, including all the firemen. Two men were engaged by the engineer, I and another receiving Union rate of wages. We were consulted by the chief engineer as to the rate of wages to Cardiff by the run, and he tacitly agreed with us, our terms being £3 10s., which he seemed most gladly to accept, he not making the slightest demur, and in every way acted as a gentleman, as also did his assistants; when, lo! comes the snake in the grass, a runner who, I believe, is working for a well-known foreign boarding-house keeper, who, I am happy to say, has had the pleasure of appearing before the magistrate at the Thames Police-court on a charge of illegally supplying seamen, and fined rather heavily. This said runner represented to the master of the ss. *Loch Lomond* that he could supply him with firemen for £2 15s. The result is that we were called from our work by the engineer on deck, and in the presence of the captain, mate, engineer, the runner and several men, Unionists waiting for employment, and asked by the engineer as follows:—"This man" (meaning the runner) "has offered to supply the captain with men for £2 15s.; will you go?" I need scarcely tell you our answer was, No—and a big No, too. The captain then gave this man orders to send his men, I having previously informed him what class of a man he was dealing with. This runner sent men, failing to appear again himself. These men were foreigners—blacklegs, the crew that were still on board being Unionists. In the meantime we had sent for our delegate, Daniel Defoe. Thanks to his most able intercession, most nobly supported by the dockers (who, having heard that blacklegs were going to be employed, were only waiting for the word should such really happen, to down tools and knock off work), I am happy to say this was averted. Union men were employed and at their proper rate of wages, thus winning another victory. I would add, in conclusion, that should it come to any Union man's knowledge of any illegal engagement or supply of seamen they should at once bring it before the Union, and they should instruct our solicitor to prosecute under the Act.—I am, sir, yours, &c.,

W. A. ALLISON,  
Sailors' and Firemen's Union,  
Tower Hill Branch.

20, Charles-street, Stepney, London, E.,  
October 25, 1889.

To the Editor.

MR. EDITOR.—Having just returned from sea and got my back numbers of SEAFARING relating to the congress, just held at Cardiff, in relation to Seamen's Grievances, will you be kind enough to allow me to relate some in the ship I have just left? I left Cardiff about three months ago in a steamer called the *Garbonne*—a coffin is nearer the mark (take note, Union sailors and firemen, and shy clear of her). The first thing that we noticed bad in her was useless masthead and sidelights, keeping us running backwards and forwards all night long lighting them. On our naturally complaining about them, what do you think, Mr. Editor, the officers told us? Why, that they dare not send them ashore to be re-

paired as the owners would growl about the expense, which it appears is of more consequence to them than seamen's lives. So much for her sidelights, and now, Mr. Editor, a word or two about accommodation. Looking through *Brown's Nautical Almanack* I find there is such a personage on paper as a B. T. Inspector for Ships' Forecasts, but I cannot really believe that there is one in the flesh or else he would not allow a ship to be sailing out of Cardiff the last four years not fit for a pig to live in. On our getting to sea we found our place dirty, filthy, and (excuse the word, Mr. Editor) lousy; so if Mr. B. T. Inspector shirks his duty, and allows ships to leave the port of Cardiff in that state, why it's high time that he was shifted. I asked our chief officer several times if the owners knew about our place being in such a condition. He said they did not care a damn thing; they did not live there themselves, which I believe to be quite true. And now, Mr. Editor, a word or two on another subject. Crossing the Bay of Biscay on the outward passage we had the misfortune to smash our jolly-boat. On arriving at Trapani it was not repaired. We went from there to Catacolo and other places on the coast of Greece to load currants for Marseilles; and now comes the funny part of the story. The day after our arrival at Marseilles the captain took two Austrians, one fireman and one sailor, that could not speak six words of English, to go on shore to sign the protest about the boat being smashed, with English Union sailors on board. Whether that is legal, Mr. Editor, or not, I don't know, but it looks suspicious, to say the least of it. Another word for Mr. B. T. Inspector at Cardiff before I conclude. If he will examine the *Garbonne's* lifeboats the next time he sees her he will find only two oars in one of them and nothing scarcely in the medicine chest.—Wishing you every success with SEAFARING in ventilating our grievances, I remain yours in unity,

WILLIAM BREWER.

Newport Branch, Sailors' and Firemen's Union.  
Cardiff, November 7, 1889.

To the Editor.

DEAR SIR,—A word of advice I think will not be out of place to the several correspondents I see in your paper.

I am a seaman of 39 years' standing, and know there are grievances which ought to be remedied as soon as possible, but the tone of a great many letters in your paper are like reading letters from men who have got tired of their calling, and would class all shipowners as a lot of scoundrels, and blame them for being the means of sailors having to lead such miserable lives as they do at sea, and having to go in such miserable wrecks as we see sail daily from our seaports.

There are about six real grievances that I think want remedying at once, viz., overloading, insufficient ballast, undermanning, paying off on Continent, Sunday work in harbour, and dangerous deck loads. I consider the deck loads are very dangerous. We had the ss. *Neva* and one more steamer arrive in Hull last week with bulwarks partly gone.

The shipper of wood cares as much about the safety of it as does the shipowner. It is insured for more than market value.

We have some old traps here: it is a treat to see them when loaded; they got scab crews when the strike was on, but they mainly ship foreigners, so they will not be missed when they take the final plunge, which they will do sooner or later.

Sailors and firemen on their part want to form a strong Union—also officers the same; and then, like reasonable men, they can ask the powers that be for help to remedy the grievance complained of.

I think, sir, an officer of the Board of Trade should be stationed at all docks at seaports, and the particulars of all steamers taken on their arrival respecting draught of water and deck load.

We hear a great talk of mission work, but all I have to say in this matter is that within the last 23 years our so-called Christian flag has been disgraced by shipowners and money-grabbers, whom the Archbishop of York takes tea with. Sunday work in the Baltic ports is a disgrace to every steamship-owner from land's end to land's end of our island.

But, sir, gold is the god of shipowners, and they would as soon send your soul to Hell as they would your body to the bottom of the North Sea.

To the lightship man, I would advise him to hold on to his job; there are thousands who would be glad of his job, and I do not think he has any occasion to grumble. If you could

only get the sailors to give up fooling their money away you might accomplish many things, but while so many men are looking round for ships, and no homes to go to, it will serve them right to have overlaid ships, bad provisions, bad officers. Again, I say, serve them right. Jack requires drink, the venereal disease, and a bad ship, and he is quite happy. If you could only get this kind of kelter in the steamers that never come back, it would be a blessing to the better class left behind, but would be a bad job for the owners who are making money by this sort of men.

I should, Mr. Editor, like to see a good Union, but am afraid of scabs—I do not mean for strikes for wages, but for rights, which I maintain they ought to have, in having a word to say about the seaworthiness of the vessel they have to sail in.—I am, dear sir, yours,

SEAFARER.

To the Editor.

DEAR SIR,—If not trespassing on your goodness, I hope you may insert a few words in your valuable craft, SEAFARING. I am glad to see that our first annual meeting came off with such good success, and, better still, that the good Mayor of Cardiff and inhabitants, besides M.P.'s and Lord Brassey, showed so much interest in us all. Lord Brassey, I think, knows a little of the world, and is one of our well-wishers. To crown all, our good friend, Mr. Samuel Plimsoll, is bringing things fast to light. He promises to help our Union secretary, Mr. Wilson, to expose things which would be kept dead secrets but for you and those gentlemen. Thanks for their noble speeches in your issues of 12 and 19 inst. Surely with such gentlemen at our back, all outsiders will join the Union, so that all ships' crews may be Union men. We would then, get one part of our just rights without striking (I refer to the wages). There are a few good owners giving their sailors and firemen 30s. weekly. I am sorry I am in a boat which sails both Sundays and Mondays—a long week for 27s. It's high time the public knew a little about us. If they only saw us as we see ourselves!—Yours in unity,

A SEA HORSE.

Belfast, October 27, 1889.

To the Editor.

DEAR SIR,—So much having been said of late respecting the incompetency of seamen and firemen serving in British vessels, allow me to make a few remarks concerning some of its chief causes, through the medium of your valuable columns. On Thursday last, the 24th inst., the ss. *Cairo*, owned by Messrs. Turnbull and Co., and commanded by Captain Sample, discharged her crew at the Barry Dock Shipping Office. Among this crew were two negroes, engaged at Galveston, one of whom died previous to the arrival of the vessel, and his body was taken to the wheelhouse for examination. The other, a mere boy, who could hardly speak English, presented himself at the shipping office along with the rest, and upon being interrogated by a clerk, did not know how much was due to him, or for what purpose he was at the shipping office. This person received a discharge equally as good as if he had been to sea the whole of his life, in place of a single passage—viz., v.g. for ability and v.g. for conduct. If this be one of Captain Sample's "samples," let us hope it will be the last. The same day the British ship *Boadicea* discharged a newly-imported German crew from Bremerhaven, chiefly consisting of youths. These individuals, although young and inexperienced, received excellent discharges, and are thrown into the market to compete with the *bona fide* British seaman, although the British language is a stranger to them. Can we wonder at shipmasters and officers grumbling at foreigners obtaining certificates of competency when they bring the rod to their own backs in this fashion by being the original importers of the foreign element? On Saturday, the 26th inst., the ss. *Jeanie* was about to sign a crew, when it transpired that there were two newly-imported members of the foreign element, who had come in her from Antwerp, among their number. I at once reminded the remainder of the fact, and being Unionists they at once refused to sign with such men, and others were engaged in consequence. Their expostulations were of no avail. This action should be taken in every vessel where newly-imported foreigners are about to be engaged, and I have no hesitation in saying it will meet with success.

In some instances these men get into the clutches of the crimp, and I am sorry to relate that although a young port, this fraternity is fully represented at Barry Dock and Cadocton. These crimps interview the captains of vessels and



agree to supply such crews under the very eyes of the Board of Trade officials with impunity, but it is to be hoped that this authorised body will take action in this matter without delay, and bring such vile impostors to justice. Hoping you will favour this with insertion at the earliest opportunity, I remain yours, in unity,

J. HARRISON.

Barry Dock Branch N.A.S. and F. Union,  
October 28, 1889.

#### SOUTH-WESTERN SEAMEN.

The following appears in the *Hampshire Independent*:-

"We think that the shareholders of the London and South-Western Railway, as well as the general public, will agree that the men employed on board the Channel steamboats running from Southampton have a claim upon the liberality of their employers that should not be longer disregarded. The service is attended with much hardship and no little risk, and ought to be well paid. So far from this being the case, however, the wage is very small, and, compared with those sailing from other ports, the South-Western men are wretchedly underpaid. This fact is obvious if the figures quoted by are correct (and a correspondent says he has received them from trustworthy sources), the rates of wages on weekly boats from various ports being as follows:-

Cardiff—32s. 6d. to 31s. 6d. (overtime paid for.)  
Hull—31s.  
Liverpool—30s. 6d. (overtime paid for.)  
London—30s. to 28s. (overtime paid for.)  
Southampton—25s.

The South-Western is a wealthy Company, and surely it can afford to pay a better wage than this."

To the Editor.

DEAR SIR,—I shall esteem it a favour if you concede to me a small space in your "Seaman's Sheet Anchor," as I consider your valuable paper, in which to comment upon the above slip from *Echo* of last night. I am deeply interested in the subject under discussion, as, indeed, it is my duty to be, considering I am the person responsible to the National Amalgamated Seamen's and Firemen's Union for the fair treatment of our Southampton seamen. You are aware that since my appointment, on your recommendation, I organised and accompanied two deputations to the directors and superintendents of our great mail companies, and in both instances my efforts were crowned with success, though the additional pay granted was much less than I could have wished to obtain for the good men and true who sail in these ships. In regard to my application for some additional pay to the seamen and firemen of the South-Western Company's ships I must confess to a feeling of disappointment, as, from the very genial, courteous, and even kindly manner of Captain Corke's reception of the deputation introduced by me, I had great hopes of some good resulting to the employés of the company under that gentleman's command. I have a large number of the South-Western seamen on my roll. They are without exception a fine body of men—steady even to precision, regular, and devoted to their duties. Moreover, I am certain no more dangerous, difficult, and dismal service on the sea can be followed than the run (stagger and stamp, rather) across Channel. I claim for these men as a matter of right and simple justice 35s. a week and overtime. No doubt I shall be verbally "assailed" for my "interference," as some will term my appeal on behalf of those "toilers of the sea." Well, "Lay on, Macduff," &c. I am used to it. I hope our general secretary, Mr. J. H. Wilson, will, on seeing this letter, take the matter up with his customary and invincible pluck, tact, and energy; and since my efforts have proved futile, he may bring his heavier guns to bear upon those who will not listen to reason. Let him engage that no men shall come to Southampton to fill the places of those who have served the company truly and loyally through years of storm and tempest, and the Channel Bridge shall bend or break.

A few Sundays ago I met on the "Common" (where I generally go to church, under the leafy trees waving in the breeze, with my little boy) an engineer officer, who has served 35 years in the Channel boats. We had a long friendly conversation on this subject, and he remarked very truly that running at right angles (nearly) to the courses of the many thousands of vessels (sail and steam up Channel and down), it was miraculous how they kept clear of collision, and no praise could be too great or too loud for the men on the lookout. It was a shame, a crying shame, a

d—d shame—(sotto voce, we agreed to d—d as it was Sunday, otherwise damned)—engaged in such a perilous and arduous service should be so wretchedly underpaid. I agreed with Mr. —, and we adjourned to a well-known, picturesque country inn, and drank reformation to the ruling powers of the S.W. Company.—I am, sir, yours truly,

J. F. NASH.

Sunday morning.

#### THE SEAMEN'S CONGRESS.

To the Editor.

SIR,—The history of Trades Unionists does not record anything like the great successes of the Seamen's and Firemen's Union in such an unparalleled short space of time. The congress at Cardiff was a profound success, its character, tone, and whole surroundings, and the style of debate. I would very respectfully suggest that the whole proceedings should be published in pamphlet or book form at a cheap rate, and give the whole community the benefit of the rare ability displayed, and the very forcible case made out for the Seamen's Union. I was very pleased to read Mr. Wilson's appeal to the ladies in his speech at the Leith Branch. Much is in their power; if only exercised they can help, in and out of season, while Jack is on the briny seas. He also referred to the fact that the poor sailor was now invited to dine with, and meet such men as the Mayor of Cardiff, Lord Brassey, &c. But I think I may remind the seamen, with a little pardonable pride, that the first Lord Mayor that received the sailors' deputation was an Irishman, and in Dublin, when Mr. Darby, secretary of Glasgow branch, and Mr. Chisholme Robertson, chairman of the Scottish Miners, visited there. I refer to the Right Hon. Thomas Sexton, M.P., Lord Mayor of Dublin. I will not attempt to describe how that deputation was received, but will leave it to the gentlemen named. I will very plainly tell the seamen the power is theirs, if they only use it with firm but respectful resolve, to always command the esteem and attention of such men as Mr. Wilson refers to. The ship is launched and manned, and Jack's the lad (Wilson) to watch the loadline.—Yours,

P. A. TYRELL,

Amalgamated Engineers.

54, Manor-street, Dublin.

[The whole of the proceedings have been published as a 16-page supplement to SEAFARING, at the small price of 2d.—Ed.]

#### JUSTICES' "MERCY."

To the Editor.

DEAR SIR,—With regard to your report in SEAFARING on the trial of Mr. James Hill for intimidation, being present in court at the time, I should like to give you a short account of the trial, so that your readers may be able to see the great benefit derived from "trial by jury."

For instance, when the counsel for the defence spoke on his behalf the jury were entirely with him; anyone in the court could see that. But when it came to the chairman's summing up it put a fresh colouring on the matter altogether. In his remarks, he impressed upon the jury very strongly the fact that all the witnesses for the defence (with one exception) were Union men, and under the influence of the defendant. But, mind you, he forgot to mention that the witnesses on the other side were under anyone's influence as well. Therewere two witnesses for the complainant besides himself, one a fellow clerk in the same office; the other a second mate, in the same employ. They, of course, in the eyes of the chairman were independent witnesses. Then, again, in referring to the one—and I may say only independent—witness in the whole case he said his evidence was worth nothing (as he only heard the complainant say, *I'll make it hot for you, Hill!* and heard nothing of what was said by the defendant). And now, lastly, the jury were about three-quarters of an hour considering their verdict, and on returning into court and being asked the usual questions as to whether they found the prisoner guilty or not, they answered: "Guilty, but we strongly recommend him to mercy." On which count do you find him guilty? asked the chairman. They actually did not know on what count in the indictment they had found the prisoner guilty until the chairman asked, "Was it on the first count for intimidation?" "Yes, sir," said the foreman, who seemed quite lost. Then the chairman, in passing sentence, said he fully concurred with the jury in their verdict, and he did not see himself how they could find any other. He then sentenced James Hill to pay a fine of £20 or go to the House of Correction for three months. And James Hill

must be thankful to them for being so merciful as not to send him to prison without the option of a fine. "What a farce!" Twenty pounds for telling a fellow that if he plastered any more bills on another man's office he would plaster his nose! James Hill, you must be more particular in future, and instead of promising to plaster the man's nose, kindly smite him on that prominent organ, and you may be let off with 20s. and costs. So don't promise in future. It is a bad plan (in a legal sense), and mind,

Don't trust to a British jury again, or, too late, you'll find your mistake.—Yours, in unity,

W. R. CHAPPELL.

28, Boothferry-road, Goole, Yorks.,  
October 29, 1889.

#### AN APPRENTICE'S GRIEVANCE.

To the Editor.

DEAR SIR,—Would you mind inserting in your valuable and interesting paper, the grievance which a sailing collier's apprentice has had to endure, by having three months reduced off his servitude for every year? Now, I think this is a shame, as deep water apprentices have not half the hardships to endure that a collier lad has. They say that colliers are always in harbour. Now I know for a certain fact that some deep water ships have laid over three months in the river Tees and other ports on the east coast and get nothing stopped off their time. Now, if they have nothing stopped off theirs, why should we have any stopped off our time, for I can safely say that we have only had about three Sundays at home this year. I hope this will be put before the Board of Trade through the insertion of my complaint in your paper. If so, you will greatly oblige the apprentices in the coal trade.—Yours truly,

AN APPRENTICE.

Gravesend,  
October 4, 1889.

#### VICTORY AT GLASGOW.

To the Editor.

SIR,—A splendid victory has been won in this city on the behalf of an eight-hours' day for the overburdened gas workers, and it is pleasing to know that it was brought about by the determination of the men and the gallant assistance of Mr. Angus Cambell, our esteemed law agent, and the services of our esteemed secretary, Mr. M. E. Darby. It is most satisfactory to see that the day has come when those who cried for help—the seamen—can now render, through their officials, such valuable aid to others, and thus help to make known the brotherhood of man. A great deal of discussion, I understand, took place on this question of an eight hours' day at the Dundee Trades' Congress between those who desired to bring it about by legislation, and those who asserted that it could be done by the Trades Organisations themselves, the proof of which is in this instance manifested. Here was a body of men with no organisation, and no leaders, but a few who formed themselves into a deputation to ask the advice of others, and who in the space of three hours, after giving a week's notice to their employers—who, of course, refused their request—called together a splendid meeting of men, all of whom were unanimous upon the question, and with one platform speaker, namely, our secretary, who threw his heart into the subject. He nearly brought down the house as the resolution was passed that Glasgow should be in darkness within 24 hours if the request of the men was not conceded. But the fear of Glasgow in darkness, and pickpockets and housebreakers having a merry time of it, caused our Corporation to think wisely and concede to the men in time, to the loss of those shops who were storing large quantities of candles, &c. It is rumoured that it is the police that our worthy secretary will be assisting next, as their just demands have been refused. More power to our Union and its officials to help the needy democrats and sons of toil, and bring sunshine to the homes of all who work, and health to the arm of the bread winner who needs rest. The success of our branch is so great every week that it is useless to send a weekly report. When I looked at the books, last the number of financial members was 7,125. Scabs have no show here whatever.—I am, yours, faithfully,

JOHN McDONALD,  
President Glasgow Branch.

Glasgow, November 6, 1889.

DURING the last week of October, 41 vessels entered the Barry Dock. This, no doubt, will begin to affect Cardiff.

## IN THE DOG WATCH.

Poor Cardiff! your fate is sealed. You may call yourself—as we do—one of the most prosperous and enterprising of ports. But, alas! your doom is sealed, all the same. The *Shipping Gazette* is shocked at the depravity of your Mayor and Corporation in feasting the sailors and firemen on the occasion of the recent annual meeting of the Seamen's Union. Poor Cardiff, indeed. Your case is as desperate as that of the Atlantic Ocean when Mr. Oscar Wylde disapproved of its motion. The Atlantic Ocean was rude enough to shew no remorse for its conduct, and seems none the worse for Mr. Oscar Wylde's disapproval. And it may be that Cardiff will survive the wrath of the *Shipping Gazette*, especially if that old lady be bidden to the next mayoral banquet.

Cardiff is not all that our venerable contemporary is angry with. She is angry with Mr. Plimsoll, with Mr. Wilson, with the Union, and with the sailors and firemen, and in short the world of progress generally. China is evidently the place for her to dwell in. There she might be happy. But in this changing West, where all is change, the feelings of the dear old soul are sadly harrowed.

Strange to say, she does not take Mr. Scrutton or Lloyd's Visitation Committee to task for sitting at meat with the sailors and firemen. But if any of these gentry should fall ill in the course of the next few months perhaps she will tell us the illness is due to mixing with seafaring men.

"Wholly antagonistic to the interests of a port of such importance as Cardiff," the Seamen's Union is, according to the *Shipping Gazette*. The same authority tells us that the Seamen's Union "has not the shadow of a title to claim to be a representative Union of Seamen and Firemen." Yet, according to the irate old lady, from this very Union, which she would have us believe consists of only Mr. Wilson, "the trade of the country suffered greatly" during the seamen's strike. How a combination, designed to protect the men whose industry forms the backbone of Cardiff, can be "antagonistic" to such a port we are not told. But the sailor is calmly invited to shut his eyes—and his mouth, too, if possible—and to close his ears to the preachers of Unionism, and trust to the good shipowner.

The *Shipping Gazette* omits to produce the good shipowner. For our part, if we could get hold of him, we should offer him to Barnum's Show as a greater curiosity than any contained therein, and no doubt that enterprising Yankee would give a good price for him.

From Dan to Beersheba we have searched for the good shipowner—the shipowner who may be trusted at his own sweet will, and without the control of laws or dread of combination, to do justice—and have failed to find him, for the simple reason that he does not exist, any more than there exists any other faultless being.

Shipowners, as we have often pointed out, are simply flesh and blood like other people; with this difference, that while other people are not allowed to rob, murder, or maim their employes with impunity, the shipowners are; the consequence being that the

shipowner must be something more than human if he be not demoralised by the excessive powers intrusted to him.

As the *Shipping Gazette* has waxed corpulent upon shipowners' advertisements, it is natural that such a paper should say what it can for the shipowners. But it might say it in a very different way. To assume, as it does, that seamen are idiots enough to suppose that while every other class of workmen have found combination absolutely necessary, seamen alone are blessed with such perfect employers that the seaman can do without combination is an insult to his intelligence.

It is also an insult to the shipowners. If they are perfect they are not men, but monsters, unless the *Shipping Gazette* would have us believe that they are gods, and it does not venture to go quite so far as that.

To notice such drivelling nonsense, without at the same time giving our venerable contemporary credit for the great discovery she has made, would be unfair. The discovery she has made is that the seaman is quite happy and contented. Pampered by Parliament and public, and assiduously cared for by angelic shipowners, who, regardless of expense, think only of their seamen's welfare, the seaman cannot be so ungrateful as to growl! "The complaints come from landmen, not from seamen," says the *Shipping Gazette*!

How is that for audacity? Why, the seaman is so perpetually growling, and generally with such good cause, that the habit of growling is one of his distinguishing characteristics, hence his habit of cursing and swearing. If the missionaries would cure him of that, let them first convert his masters. As the missionaries, with all their tracts and churches and sermons, cannot do that, such of them as do not regard these "means of grace" as mere means of living should co-operate—as a few Christian ministers are doing—with the Union in bringing the shipowning sinners to repentance.

This is what our jocular contemporary *Judy* has to say on a subject of interest to all of us:—Here's good luck to Mr. Samuel Plimsoll! He is on the warpath again on behalf of the sailor, and he may very well be trusted to expose any crooked little ways "they have got in the Navy." The successes he has already achieved are feathers in his cap; indeed, we might say it is a case of *tar* and feathers! Let ships be what they will, Mr. Plimsoll's champion-ship of the seafarer will always go down—with Englishmen, and it ought to make the powers that be see fairer than they do at present.

THE Administration of the Bureau Veritas has just published the list of maritime disasters, reported during the month of September, 1889, concerning all flags. We remark in this publication the following statistical returns:—Sailing vessels reported lost: 35 American, 1 Austrian, 24 British, 2 Danish, 3 Dutch, 5 French, 8 German, 1 Haytian, 1 Hawaiian, 4 Italian, 20 Norwegian, 2 Portuguese, 3 Russian, 2 Swedish; total, 111. In this number is included 1 vessel reported missing. Steamers reported lost: 1 American, 1 Austrian, 17 British, 1 Danish, 1 Dutch, 1 French, 2 German, 1 Russian, 1 Spanish; total, 26. Causes of losses:—Sailing vessels: Stranding 65, collision 4, fire 3, foundered 12, abandoned 23, condemned 3, missing 1; total, 111. Steamers: Stranding 17, collision 2, foundered 6, abandoned 1; total, 26.

## GOT CERTIFICATES

As Masters and Mates, week ended November 2, 1889.

Note.—Ex. C denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Defrates, Henry F.	2 M	London
Moss, Geo. P.	2 M ss.	London
Northcombe, Francis D.	2 M	London
Thorburn, Malcolm S.	2 M	London
Morgan, Thos.	O M	London
Gilson, Saml. H. F.	O M	London
Cochrane, Percy Jno.	1 M	London
Keighley, Edwd. C.	O C	London
Sime, Alex.	O C	London
Dyer, Thos. Wm.	O C	London
Nicholls, Alfd. E.	1 M	London
Rowe, Wm. R.	1 M	London
Inwood, Arthur E.	O C	London
Park, Fredk. R.	1 M	London
Blair, Jas. C.	1 M	London
Park, Jas. B.	Ex C	London
Ronaldson, Arthur	Ex C	London
Lord, Percy	O C	Liverpool
Smith, Wm. Jas.	O C	Liverpool
Borg, Chas. F.	Ex C	Liverpool
Jenkins, Daniel	O C	Liverpool
Forrest, Sherwood	O C	Liverpool
Tomlinson, Jno. M.	2 M	Liverpool
McKenzie, Donald	2 M	Liverpool
Jones, Jno. H.	2 M	Liverpool
Cummings, Alfd. E.	1 M	Liverpool
Pooley, Richd. H.	1 M	Liverpool
Gandy, Albert E.	1 M	Liverpool
Threlfall, Thos. L.	O C	Liverpool
Treweeke, Louis Chas.	O C	Liverpool
Lewis, Wm. D.	O C	Liverpool
Allen, Edwd.	2 M	S. Shields
Wright, Thos. T.	O C	S. Shields
Cooper, Thos.	1 M	S. Shields
Boagey, Wm. Henry	1 M	S. Shields
Anstice, Geo. R.	2 M	Plymouth
Jenkins, W. J. L.	Master ss.	Plymouth
Baddeley, Saml. H.	O C	Plymouth
Mitchell, Jeremiah	1 M	Plymouth
Russell, Adam	2 M	Swansea
Holt, Samuel	1 M	Swansea
Prosser, Walter M. G.	1 M	Swansea
Macready, Wm. Jas.	2 M	Dublin
Thomas, Alfred	O C	Dublin
Bruce, Jno.	2 M ss.	Aberdeen
Aiken, Jas. W.	1 M	Aberdeen
Thomson, Jno.	O C	Dundee

## HOME TRADE.

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## ENGINEERS.

Note.—Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Wright, Joseph	2	London
Muir, Jas.	2	London
Shoott, Thos. J. J.	2	London
Harris, Geo. A.	2	London
Ward, Wm. C.	2	London
Xydias, Geo. A.	2	London
Henry, Robt. Jas.	2	London
Laing, Archd.	1	London
Brown, Lachlan	1	London
Hamilton, Henry	2	Liverpool
Watson, Robert W.	2	Liverpool
Richards, Evan E.	2	Liverpool
Morrison, Chas.	2	Liverpool
Watson, Alexr.	2	Liverpool
Sudden, Alexr.	1	Liverpool
Courts, Wm. Chas.	1	Plymouth
Chapman, Alfd. Henry	1	Cardiff
Atchinson, Jas. Henry	1	Cardiff
Jones, Thos. Wm.	1	Cardiff
Neilson, Jno.	1	Cardiff
Nixon, Robt.	2	Glasgow
Brewer, Chas.	2	Glasgow
Smith, Jas.	2	Glasgow
Bourke, Chas.	2	Glasgow
Ross, Wm.	2	Glasgow
McDonald, Jas. S.	2	Glasgow
Cullen, Daniel	2	Glasgow
Smith, Wm.	2	Glasgow
Leitch, Archd.	2	Glasgow
Welsh, Jas.	1	Glasgow
Blackwood, Alexr. C.	1	Glasgow
Roberts, David	1	Glasgow
Pearson, Chas. E.	2	Cork

It appears there is a great demand for small steamers for the carrying of iron stone in the Firth of Forth.



## LABOUR DISPUTES.

The dock labourers' strike at Belfast has terminated, the stevedores having granted the men's demand.

A report dated Antwerp, November 3, says:—The dock labourers held a meeting last evening. About 2,000 men afterwards paraded the principal streets, but no disturbance took place. It is surmised that the demands of the labourers will eventually be granted, as the opinion of business men is that the dockers have cause for complaint. The labourers demand a reduction of their working hours by two. The present hours are from 7 a.m. to 6 p.m., with one hour and a-half allowed for dinner. The labourers ask that the working day shall henceforth begin at 8 a.m. and end at 5 p.m., with the same time free for dinner. They have chosen an inopportune moment for striking, as many of the men are without work as it is, owing to the small number of ships in port. This is due partly to the high freights prevailing throughout Europe, which enable ships to find employment elsewhere, and partly to excessive harbour dues and dock rates, which are driving shipping from Antwerp to Rotterdam. Notwithstanding the representations of the merchants, the authorities are taking no steps to reduce the unnecessary charges, and the prosperity of the port may suffer in consequence.

The London and India Docks' Joint Committee have issued to traders a revised list of certain of their rates and charges, which were to come into force at all the committee's docks and warehouses this week. The Joint Committee notify that this revision has been rendered necessary in consequence of the increased expenses entailed by the recent strike. In a memorandum issued as an introduction to the revised table of charges they state:—"No person not being a servant of the Joint Committee is permitted to be employed in any work or labour to be performed within the dock premises, whether on ship, vessel, lighter, jetty, quay, or shore, without the previous permission of the superintendent or other qualified officer, with the following exceptions: (a) crews discharging the cargoes of their own ships; (b) stevedores and their men employed in stowing cargoes for export; (c) lightermen and carmen delivering or receiving goods, and lightermen navigating their craft; (d) men employed in removing, mooring, or rigging vessels. The Joint Committee will not be answerable for any delay, loss, or damage arising from combination or strikes of any persons in their employment or service, nor for any consequences arising therefrom."

On October 31 a numerously-attended meeting of sea-going engineers was held at the Marine Engineers' Club Rooms, King-street, South Shields, "to take into consideration the position of the engineers at Cardiff." After the matter had been fully discussed, it was resolved to support the men at Cardiff by every means in their power.

The strike of marine engineers at Cardiff still continues. Last Monday a meeting of the engineers' committee was held at the club rooms, the Hayes, Cardiff, and a resolution was passed to the effect that the Cardiff engineers regarded with pleasure and satisfaction the staunch manner in which the South Shields engineers were holding out, and in supporting the manifesto of the 30th ult. believed they had the support and sympathy of the trade generally, and that they were determined to hold out until the terms demanded were conceded. It was stated that there was a daily increase of the membership of the Union.

The Cardiff marine engineers on strike have drafted a circular declaring that they claim: 1. That no steamer shall proceed out of this port without three engineers if her trade be east or south of Gibraltar. 2. That every steamer trading beyond the said limit shall carry a mess-room steward. 3. That the minimum wage shall be £4 for chief, and £3 for second engineers. Copies of this circular have been distributed among the engineers as they arrive in port, no distinction being made as to the ownership of the boats. The same circular has been distributed at the various ports in the United Kingdom. Consequent upon the dispute at Cardiff one steamer was detained in the port for 24 hours after leaving. Messrs. Morel Brothers, one of the great shipping firms, have conceded the second and third clauses mentioned in the circular, but decline to agree to the first, which requires that three engineers shall be provided. The dispute already affects about 30 steamers.

Last Monday afternoon a serious strike occurred at the Bute Docks, Cardiff, amongst the wood carriers. Dissatisfaction has existed for some time past, and it gathered head on Monday, when they "came out," and refused to return to work

unless their demands were complied with. They have received hitherto 5s. per day, with extra for night work. Their demand is that those employed at the Roath Dock shall receive 6s. 6d. per day, with two pints of beer and 20 minutes for lunch; and at the East Dock 6s., with similar allowances. The men employed by contractors under the Bute Dock Company had all been satisfied, but those employed by the merchants have not had their demands conceded, and these induced the others not to work, so that the strike was general. Two hundred men are affected, and made a parade of their strength last Monday at the pier head. The strike has since been amicably settled, the men agreeing to return to work at an advance of 6d. per day.

The efforts of the Hull Customs officers to obtain a reduction of their recently extended hours in the Landing and Shipping Departments have been crowned with success. Shipowners are to continue to enjoy the privilege of discharging and loading all kinds of goods from 6 a.m. to 6 p.m. throughout the year without charge for overtime; and during the same time by a system of relief the officers are not to be required to work more than 48 hours per week. On Saturday evening a meeting of the officers was held in the Friendly Societies' Hall for the purpose of presenting Messrs. M'Clare and Smith with testimonials in recognition of their services as secretaries of the agitation committee. The testimonials took the form of two very handsome time-pieces.

## LONDON LIGHTERMEN AND DOCKERS.

Our readers may remember that the 4th of November was the day fixed upon for the new rates of pay to come into force, according to the arrangement come to which terminated the great strike of a few weeks ago on the Thames. The day was therefore looked forward to with no small interest. In most instances the fresh arrangements came into operation almost without any visible change. In the East India Docks some dissatisfaction was expressed by a number of Union men at the employment of non-Union men, and the former refused to work with the latter until they had joined the society. Since the conclusion of the strike a large number of blacklegs have joined the society, the heads of which are confident of inducing all dock casual labourers to become members before the close of the year. A difficulty presented itself at Tilbury, where, at a very early hour, a large number of men were in attendance at the dock gates. Here dissatisfaction was expressed at the time allowed for dinner amongst the men, who refused to go in unless it was lengthened. Argument was brought to bear, and the men ultimately consented to resume work on the understanding that the dock company were willing to hear what the Central Strike Committee had to say in reference to the dispute. Unfortunately matters were complicated by a contention on the part of the lightermen that one job should constitute a night's work. Lord Brassey, who acted as arbitrator in the lightermen's dispute, has stated that he could not bind the masters to this condition.

About 5,000 out of 8,000 lightermen, more or less, employed on the Thames ceased work on Monday night on the ground that a job extending beyond the hours of a regular day should be paid for as a complete night. Such jobs, they contend, almost invariably occupy the whole of the night. On the other hand, the masters, who held a meeting next morning, contend that it would be unreasonable to pay for the whole night unless the men were willing to work the whole time. A deputation from the masters was received at the Mansion House by the Lord Mayor, Cardinal Manning, and Mr. Sydney Buxton, who, after hearing their statements, intimated that they would receive a deputation from the men and would invite Lord Brassey to be present.

On Wednesday, deputations from both masters and men were received, but no definite conclusion was arrived at and the further consideration of the subject stood adjourned till the next day.

On Thursday afternoon (November 7) an adjourned meeting of the Master Lightermen and Barge-owners' Association was held. Mr. Samuel Williams, who presided, without anticipating the decision of the Committee of Conciliation, expressed the belief that it would be favourable to the men. The latter, placing their own interpretation upon Lord Brassey's

award, had struck, and brought about the present state of affairs. If Lord Brassey advised that the award should be annulled he (the speaker) should not complain and they could start afresh, but until Lord Brassey expressed some decided opinion as to what was to be done the masters would stand by the award. The men had refused to return to work pending an interpretation of Lord Brassey's award.

It appears that Lord Brassey's award, under which the lightermen returned to work after the recent great strike, did not make it clear whether Lord Brassey did or did not intend the one job to be the night's work; but the men declare that they never intended this point to go to arbitration. They say this was conceded before the arbitration, and the concession has been acted upon. They make a very serious charge against some representative of the masters, who they say has managed to bring this point into the arbitration by tampering with a resolution passed at a special meeting of the Master Lightermen and Bargeowners' Association on September 14. That resolution, say they, should have stood thus: "That the terms proposed by the men, viz., the principle of the payment of 6s. for 12 hours' work, one job to constitute a night's work. All other questions to be submitted to" arbitration be accepted. But this was altered by the elision of a full stop and the insertion of "and," so that it ran thus: "That the terms proposed by the men, viz., the principle of the payment of 6s. for 12 hours' work, one job to constitute a night's work, and all other questions to be submitted to" arbitration be accepted. It will be seen that according to one version of this resolution the 6s. and the one job are definitely conceded; by the other these and all other points are submitted to Lord Brassey's decision. It was, say the men, on the understanding that the "one job" arrangement was conceded that they consented to resume work, and on that arrangement they have been working ever since.

The Central Strike Committee, after a long conference, to which a number of the lightermen's representatives were admitted, decided that the trades should support the lightermen and boycott all barges worked otherwise than in accordance with the terms demanded.

**THE ATLANTIC RECORD.**—The unprecedented passage of the Inman Liner *City of Paris*, from New York to Queenstown, where she arrived last Tuesday, in 5 days 22 hours and 57 minutes was remarkable for great uniformity in her daily runs, shewing a speed of 22 miles per hour. Leaving New York at 11 o'clock on the 30th ult., she completed up till noon the next day 440 knots; to noon on the 1st inst., 444 knots; 2nd inst., 451 knots; 3rd inst., 460 knots; 4th inst., 454 knots; 5th inst., 455 knots; and until her arrival at Queenstown, at 47 minutes past 3 on Tuesday afternoon, 73 knots. The actual number of knots made on this voyage was 2,777.

**REGISTER OF DESERTERS AT THE MERCANTILE MARINE OFFICES.**—The register of names of seamen who have deserted or "not joined" their ships, kept for public convenience at most mercantile marine offices, must now be kept at all such offices, under Section 3 of the Merchant Shipping Act, 1889, which is as follows: "Every superintendent of a mercantile marine office shall keep at his office a list of the seamen who, to the best of his knowledge and belief, have deserted or failed to join their ships after signing an agreement to proceed to sea in them, and shall, on request, shew this list to any master of a ship. A superintendent of a mercantile marine office shall not be liable in respect of any entry made in good faith in the list so kept."—*Shipping World*.

**PORT OF LONDON.**—The result of the shipping trade during the week ending October 30 was again quiet, and the figures again shewed a decrease compared with the previous week. Some freight rates were said to have improved, but the market generally was without entire change. In American ports freights were especially dull. Rates by steamers to the Mediterranean ranged from 9s. 3d. for Genoa to 14s. 9d. for Barcelona, and rates for West Indies ranged from 13s. 6d. for St. Thomas to 22s. 6d. for Aspinwall. Number of vessels entered inwards, 219, of which 137 were steamers; total tonnage, 125,000 tons. One hundred and twenty-two British vessels entered inwards. Clearances of vessels with cargoes numbered 110, of which 80 were steamers; total tonnage, 87,000 tons. Number of British vessels cleared out with cargoes, 80, of which 63 were steamers; total tonnage, 70,000 tons. Vessels cleared out in ballast numbered 31, of which 12 were steamers; total tonnage, 20,000 tons. Ten British vessels cleared out in ballast.

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To provide Legal Assistance for all Claims and Defences.

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LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting Friday evening 8 o'clock.

LONDON (Tower Hill).—R. Pleasance, 3, Mint Pavement. Meeting Tuesday evening 8 o'clock.

LONDON (Green's Home Branch).—T. H. Clark, 9, Jeremiah-street, East India-road, E.

LONDONDERRY.—A. O'Hea, 27, William-street.

MARYPORT.—John Smith, The Coffee Tavern, Irish-street.

MONTROSE.—John Wood, 14, Wharf-street.

MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side.

NEWPORT (Mon.).—John Phillips, 31, Ruperra-street.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street.

SHIELDS (North).—George Stewart, 8, New Quay.

SOUTHAMPTON.—J. Nash, High-street Chambers, 80, High-street.

SUNDERLAND.—W. Lonadale, Prospect-row, near Shipping Office. Meeting Monday evening 7 o'clock.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-street.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings.

WHITEHAVEN. } John Smith, Maryport.

WORKINGTON. }

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OF GREAT BRITAIN AND IRELAND.

TO THE SAILORS AND FIREMEN OF  
LIVERPOOL AND DISTRICT.

On WEDNESDAY, NOVEMBER 13, 1889,

## DEMONSTRATION

Will take place, and Members are requested to meet  
at their respective Branches—Malakoff Hall;  
116a, Derby Road, Bootle; and 12, Taylor  
Street, Birkenhead.

## A PUBLIC MEETING

WILL BE HELD IN THE  
LARGE CONCERT HALL,  
LORD NELSON STREET,  
TO BE ADDRESSED BY

Mr. S. PLIMSOLL, LORD BRASSEY, Mr.  
J. H. WILSON (General Secretary), Mr.  
W. A. TETLOW (Solicitor to the Liver-  
pool District of the Union), and several  
other prominent Gentlemen.

CHAIR TO BE TAKEN AT 7.30.

## COAL HEAVERS, DOCK LABOURERS, SCALERS, & FLATMEN,

Are earnestly invited to join in the Procession, as we  
are anxious to make the cause of one class the common  
cause of all classes, and we should like to see all other  
Trades in Liverpool join in with us, and we hope  
those who have Bands and Banners of their own will  
bring them and march under them.

DON'T FORGET  
PLIMSOLL & LORD BRASSEY WILL BE THERE

W. NICHOLSON, District Secretary.

## Seafaring.

SATURDAY, NOVEMBER 9th, 1889.

EVER since Mr. Plimsoll, on the occasion of the recent Seamen's Congress at Cardiff, spoke on the subject of overloading and loss of life at sea we have had the pleasure of recording, week after week, the proceedings of large meetings of seafaring men, convened under the auspices of the National Seamen's Union, all of which gatherings, consisting almost exclusively of practical seafaring men, have most cordially endorsed his sentiments and opinions on the subject. Last Thursday night one of these gatherings was held in London at Poplar Town Hall, in the immediate neighbourhood of the docks, and the building was simply packed by an audience which no practical seaman could mistake for anything but what it actually was—a gathering of seafaring folk and their friends, especially of seafaring folk. If anything were needed to give the lie to the assertion that it is not the seamen who complain of their lot but mischief-making landmen given to agitation and to stirring up class against class, it might be found in the greeting which Mr. Plimsoll received, and the applause that punctuated almost every sentence. Here was no gathering of mere theorists, or sentimentalists, or agitators; it was a gathering pure and simple of seamen and, save the few friends in the audience, for the most part of members of the National Sailors and Firemen's Union. To those who like the present writer have dreamt in many a lonely watch at sea of a time when seamen would have the wisdom to combine with other workmen to protect their interests, not the least gratifying reflection which the meeting suggested was that the seaman had now such a Union that even one branch of it could form so large, so orderly, and so appreciative a meeting. But perhaps the most significant fact of all about this gathering, was that while the ship-owners would have the world believe that Mr Plimsoll is a sort of monomaniac afflicted with overloading on the brain, the very men—the seamen, who ought to know if any men do—applaud his statements to the echo and more than endorse every word that he says. The seaman, it is commonly supposed, is a singularly good-natured specimen of humanity. People who only meet him ashore meet him in much the same condition of high spirits as a boy just released from school, and may well take that view of him. But those who have had to live with him in the fore-castle, seethe with him in the stoke-hole, or deal with him from the quarter-deck, know how he can growl when occasion requires, and how he can criticise. Neither Mr. Plimsoll, nor any other man, could stand before an audience of seamen and commit mistakes in speaking of their condition without being called to account by his audience. The fact, therefore, that Mr. Plimsoll's audience at the Poplar Town Hall should have endorsed his statements and conclusions as it did, is perhaps the most eloquent and conclusive testimony in his favour. Mr. Plimsoll, with hands thus strengthened, not merely by the Poplar meeting, but by meetings at Cardiff, Glasgow, Shields, and other ports, may be expected to achieve much in the immediate future. But London is sluggish and apathetic. Though the provinces be wide awake London can calmly sleep the

sleep of the foolish virgins. London, in short, wants much in the way of rousing, and as London is the heart of the Empire we trust that the Seamen and Firemen's Union will see that London gets the requisite amount of rousing. In any case, there can be no rest for any of us who understand this subject until the reign of "legalised murder," as Mr. Wilson graphically described the present system, be stopped, and it will not be stopped unless seafaring folk and their friends make themselves heard with no uncertain sound on the subject.

## NAUTICAL NEWS.

A NEW salvage company is to be started in Dundee.

EFFORTS are being made to make a dock at Kirkcaldy.

THE trade at Dundee Harbour is very prosperous, we hear.

THE shipwrights' strike at Messrs. Ritson and Co.'s yard, Maryport, has terminated.

IT is proposed to erect a beacon light on the outer Diamond Shoal, off Cape Hatteras.

THE death is announced of Mr. J. W. Miles, who was for a number of years Lloyd's surveyor at Whitehaven.

THE Orient Company have placed an order for a steamer intended to be faster than any of their present liners.

THE composite sloop *Pelican* is to take the place of the *Lily*, recently wrecked on the North American Station.

THE training-ship *Indefatigable* is in the West Float Graving Dock, Birkenhead, undergoing re-sheathing. One of the finest training-ship choirs is on board.

MR. PLIMSOLL, and the Editor of SEAFARING have been elected honorary members of the Shipmasters' and Officers' Union of Great Britain and Ireland.

THE s.s. *Nio* arrived at Sunderland October 31, from Bilbao, via Cowes, and the master reports that the second mate stepped overboard, through the rail being imperfect, and was drowned. He lived in Bramwell-street, Sunderland.

AT the Cupar Sheriff Court on November 2, Frederick Holder, mate of the steam trawler *Kingfisher*, Granton, was charged with fishing within the prescribed limit in St. Andrews Bay. Sheriff Henderson found the charge proved, and fined accused £10, or 60 days.

AT Greenock, on November 2, a young man, named James Costello, a native of Boston, was charged that on August 17 he did, on board the barque *Lanarkshire*, of Glasgow, while on the high seas on a voyage between New Caledonia and Greenock, stab Charles Halsam, a seaman on board said vessel. Remitted to the Sheriff for trial.

AT Leith, James Summers, mate of the steamer *Strathbeg*, from St. Petersburg, has pleaded guilty to smuggling 9½lb. foreign manufactured tobacco, 2½lb. cigars, and a quantity of mixed spirits. The tobacco, it was stated, was found ingeniously concealed in the "lining" of the mate's berth. Fined £4 10s., with 7s. expenses, or 14 days' imprisonment.

THE Union Steamship Company's Royal Mail steamer *Moor*, which left Capetown at 5.10 p.m. on October 16, arrived at Southampton at 5.50 a.m. on Sunday, November 3, her gross passage being 17 days 12 hours 40 minutes, and her net steaming time 17 days 9 hours 12 minutes, the distance run being 6,008 miles, giving an average speed of 14.41 knots per hour over the whole course.

ACCORDING to statistics just published, more than half a million persons have crossed from England to Paris since the opening of the Exhibition on the 6th of May. Of these 313,702 took the route via Calais and Dover, 172,935 that by Dieppe and Newhaven, and 101,834 that by Boulogne and Folkestone. During the month of October 40,950 passengers crossed the Channel by Calais and Dover, 18,163 by Dieppe and Newhaven, and 11,294 by Boulogne and Folkestone.

JUDGMENT in the Board of Trade inquiry into the circumstances attending the stranding of the Cunard steamer *Malta*, on October 14th, was given on Saturday at Liverpool. The Court decided that the casualty was caused by the master not having made due allowance for tide, and probably from having applied an incorrect deviation and the neglect of the use of the lead, but taking into consideration his favourable antecedents, the Court suspended his certificate for three months only.

A MAN named Murphy died at the Southern Hospital, Liverpool, October 31, through injuries sustained by falling into the hold of the steamship *Carston*, of London, lying in the Toxeth Dock.

THE Rev. H. M. Petty, B.A., has been appointed the Missions to Seamen chaplain for the shipping in Falmouth Roads, with a mission cutter and crew at his disposal, in succession to the Rev. J. S. Flynn, M.A., who has been for 10 years a chaplain to the shipping.

CONSEQUENT upon reports of the Inspector-General of Fortifications, it has been decided to extend the defensive works upon the Mersey, and to improve the armaments of the existing batteries. The new works will be below the batteries at Seaforth and the Perch Rock.

THE orders booked by Clyde shipbuilders during the month of October aggregate 18,000 tons, as compared with 22,000 tons in the corresponding month of last year. With regard to the month's output, the launches numbered 18, and aggregated 32,333 tons, as compared with 14 vessels of 40,685 tons in October, 1888, and 12 vessels measuring 16,385 tons in the corresponding month of 1887. During the past ten months 177 vessels, giving a total of 268,215 tons, were put into the water from the Clyde yards, against 173 vessels of 223,908 tons in the corresponding period of 1888.

THE number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of October, 1889, and the number of lives lost, are as follows: Sailing, 57; tonnage, 11,797; lives lost, 52. Steam, 11; tonnage, 4,081; lives lost, 16. Total, 68; tonnage, 15,878; lives lost, 68. The above table is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in October relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

THE Admiralty have ordered that shortly after commissioning a ship an inspection and test of all electrical fittings is to be made by the steam reserve and dockyard authorities, in the presence of the officers of the ship and officers from the departments of the Director of Naval Ordnance and the Director of Naval Construction—(a) to ensure that everything is in perfect order; and (b) to permit the officers and men belonging to the ship to see and become familiar with the electric installation worked at its full power by the dockyard or steam reserve authorities, and so to prevent any conflict of opinion subsequently as to the responsibility for mishaps on actual service.

MR. C. H. WILSON, M.P., has written to Sir Michael Hicks-Beach, the President of the Board of Trade, as follows:—"Sir, I have been requested by several of my constituents to urge upon the Board of Trade the great necessity which exists, in the interests both of life and property, for an additional lighthouse to be erected upon the coast of Holderness, and on their behalf, and on that of my own firm, and the men employed by us, I have to express the hope that the Board of Trade will see their way to sanction the erection of the proposed lighthouse.—Yours truly, CHARLES H. WILSON."—Sir M. Hicks-Beach has replied that the request shall be considered.

THE secretary of Lloyd's has received from the Board of Trade copy of a despatch from the British Consul at Christiania, reporting that the Vice-Consul at Tromsø had called attention to the liability of steamers trading between Great Britain and the ports of the White Sea to pay full pilotage dues if they cast anchor when calling for provisions, or for any other casual purpose, at any place on the Norwegian coast between the North Cape and Lodingen, at the head of the Vestfjord. The Consul at Christiania adds that the same vessels incur a similar liability when they seek shelter from stress of weather behind Vardø Island, on the Arctic coast, even when they are not hailed by a pilot, or when they require no assistance in repairing to such anchorage.

A MEETING of the Liverpool Local Marine Board was held on Saturday last to investigate charges of misconduct preferred against Mr. Peter Low, second engineer of the steamship *Scandinavia*. The defendant was not represented. It was alleged that whilst acting as second engineer of the steamship *Scandinavia*, of West Hartlepool, about the 5th ult., at Liverpool, he was under the influence of drink and deserted the ship, which was detained in consequence. Evidence to this effect was given by the captain (Henry William Pell), the chief engineer (Alfred Nash), and the chief mate (John Singleton). The Board found the charge proved, but in consideration of this being his first offence, suspended his certificate for three months only.

THE steamship *Holyrood*, of Glasgow, bound from that port to Savannah, put into Holyhead on Saturday, after being tossed about considerably, but having sustained no material damage. Five or six of the crew refused to proceed to sea, alleging that the vessel was too light, and the master (Captain Rettie) decided to take in more ballast.

CARDIFF PILOTS AND BARRY BOARD.—A deputation of Cardiff pilots had an interview with some members of the Barry Pilotage Board, October 3, in reference to the dispute which has arisen as to rates and the obnoxious agreement which all pilots taking out Barry licences are requested to sign. Those points were discussed at considerable length, and eventually the pilots were promised that a modification of the agreement would be made, and that if they worked for 12 months under the rates as at present fixed the board would at the expiration of that time reconsider the remuneration, if it were shown to them that the pilots were not earning fair and reasonable amounts. Subsequently a meeting of the pilots who happened to be in port was held at the Cardiff Pilotage Office, and a long discussion ensued. The Newport pilots were also represented at the meeting. There was much diversity of opinion as to the proper course to adopt under the circumstances, and it was decided to adjourn the meeting until Saturday, when it is expected that there will be a large attendance. It is stated that the Barry Board are disinclined to license any but Cardiff pilots provided the difficulty which has arisen can be amicably settled.

## THE SAILORS' AND FIREMEN'S UNION.

### LONDON BRANCHES.

IN SEAFARING of October 26, it was mentioned that Mr. Walsh, the able secretary for the London District of the Union, was running as labour candidate for the West Ham County Council. The fact ought also to have been mentioned that Mr. Phillips, the well-known president of the Tidal Basin Branch, and Mr. White, its able and popular treasurer, were also candidates. Last Saturday there was pride and joy at that branch when the result of the previous day's polling was announced, and proved that all these officials of the Union had been returned, by overwhelming majorities, for the Canning Town division. The result is, of course, due to the popularity of Messrs. Walsh, White, and Phillips, and their proved devotion to the cause of Labour. Nevertheless, the efforts of the members of our Union in canvassing for them contributed considerably to the happy result, which was therefore regarded as a triumph for the Union itself. Among the many friends to whom thanks are due, it is difficult to assign to each their exact measure of praise, but we must not forget to name Mr. Kelley, the seaman's outfitter, of 139, Victoria Dock-road, who is as popular as his goods are with the members of the Tidal Basin Branch.

At a meeting of Tower Hill Branch, held on November 5, after the reading and adoption of the minutes of the previous meeting, it was announced that 128 members had been enrolled since the previous meeting. Mr. Crawley then explained to the members that a resolution was passed by the Executive Committee that we should dispense with one delegate. This did not meet with the approval of the members. Mr. Thos. Binden made a suggestion that the two delegates ought to be kept on, and that the position of Tower Hill Branch should be explained to the Executive Committee, including the docks which came within the working of the branch. It was also proposed by Mr. Edward Cleary, and seconded by Mr. M. Donovan, that sailors and firemen doing ship work in the docks should not work along with men who were not members of the N.A.S.F.U. After the business, the meeting was favoured with a few songs from Messrs. Burke, Cleary, and Forbes.

The usual weekly meeting of the Green's Home Branch was held on Thursday, under the presidency of Mr. George Roach. The new members were proposed and seconded by Messrs. Brady and Anderson, and received. The man Fillander, who was expelled the Union a short time ago for alleged unfaithfulness to Union principles, was re-admitted a member, the resolution regarding his expulsion being rescinded after certain explanations were made on his behalf. On Tuesday afternoon, when the ss. *Othello*, of Hull, belonging to Mr. Wilson, of that port, was on the eve of departure from the Millwall Dock, the chief engineer and the firemen, who had been

duly shipped, refused to proceed to sea, and came ashore from the vessel on the ground, as the alleged, that she was in a "thoroughly unseaworthy condition." Mr. Clark, secretary of the Green's Home Branch, hearing of the case, immediately despatched a couple of delegates (Messrs. Palmer and McRae) to protect the interests of the firemen, who are members of the society. To these delegates, the chief engineer, we are informed, made a statement to the effect that the ship was too deep and unseaworthy. At the meeting of the Green's Home Branch above mentioned this case was fully discussed, and it was agreed to lay particulars of it before Mr. Plimsoll; while it is stated that the Amalgamated Society of Engineers, of which the chief engineer, Mr. Albion, is a member, has communicated with the Board of Trade in his interests. The question of compensating the firemen was referred to the committee. The other business was routine. The number of the branch is 2,150 fully paid-up members.

The *Engineers' Gazette* says: "We are glad to observe that the seamen's and firemen's cause is so ably advocated by our contemporary, SEAFARING, and that the journal itself is rapidly improving both in quality and circulation. There is no advocate so powerful as the public Press, and we regard it as a favourable sign of future prosperity that the Seamen's Executive have wisely determined upon adopting and supporting as their especial organ a journal which has already done so much to help their cause."

### GRAYS BRANCH.

The usual weekly meeting of this branch was held on Wednesday, October 30, when Brother Mills was elected to the chair, and to fill that position until the 1st of January. After Brothers Longman and Jackson were elected auditors to transfer books from Gravesend, the action of members of this branch who disgraced themselves and the Union by not joining their ships after signing was discussed and condemned, and two members were fined 10s. each, and one 15s., and in future all members of this branch who miss their ships will be dealt with in the same manner. Brother Mills, in replying to a vote of thanks, said it had given him great pleasure to preside there that night, and he hoped that in future all meetings would be carried out in the same straightforward, business-like manner. The meeting then adjourned until November 6.

### LIVERPOOL BRANCHES.

The district secretary writes: "It gives me pleasure to state that the Liverpool men are beginning to awaken to the fact that if they don't want to have the finger of scorn pointed at them they must bestir themselves, which they are already beginning to do, and I have no doubt that when our demonstration on the 13th inst. takes place, and the public meeting which is to be addressed by Mr. Plimsoll, Lord Brassey, Mr. Wilson, and several other influential gentlemen, it will give a great stimulus to the cause, and we shall have quite as much to do as we can manage to keep pace with the members coming in and joining. We hope to make our efforts a success, and instead of Liverpool following in the wake of other ports, she will come to the front and occupy the position which is due to such a port. All classes connected with the shipping industry are beginning to think it is time for such classes to federate, and make the cause of one class the common cause of all classes."

### NORTH SHIELDS BRANCH.

At the usual weekly meeting of this branch, November 4, Mr. C. Wood moved, and Mr. J. Nicholson seconded, that the minutes be adopted as read, which was carried. After the correspondence from various branches was read, some discussion arose on the reason why members joining the Union at ports hundreds of miles from the port where the men reside are not transferred to their home branches at once, as many of the men who were married left their cards at home for their wives to pay the contributions. The meeting was then addressed by Mr. Robert Jacks, solicitor, of South Shields, who said that he had been a sailor himself and served his apprenticeship at sea, and therefore knew the hardships which a seaman had to contend with. He had since studied the law, and especially the Merchant Shipping Act, and could see some defects which he thought should be remedied. If the members thought fit to appoint him solicitor for the North Shields Branch, he would do all that lay in his power for the members. Mr. W. Frost moved, and Mr. J. Nicholson seconded, that Mr. Robert Jacks be appointed the solicitor for this branch, which was unanimously carried. A member of this branch, named Frank Vocovitch, who was steward of the



ss. *Woodhorn*, of North Shields, was expelled this branch for refusing to pay a fine of £3, imposed for shipping 10s. under wages. He has since made two voyages in the vessel at the Union rate of wages, and now says he will pay no more to the Union.

#### NEWCASTLE BRANCH.

At the general meeting held at Lockhart's, November 1, Mr. Patrick Boyle occupied the chair. Before the minutes were adopted, Mr. Jackson asked if he was in order in making a statement as to the report of the last meeting relating to himself. He said he had only done and acted as the rules required, and in asking non-members to leave the room he hardly thought that he had misconducted himself. He hoped members who had laid the complaint against him would accept his explanation of his conduct at that meeting. He also said that Mr. Maskey had no right to be in the chair before he was voted to it, for he understood that in the absence of the chairman the vice-chairman should occupy the chair. Mr. Jackson added that he hoped he would be able to refute all charges laid against him. Mr. Prince, who was present at the meeting when Mr. Jackson was complained of, said Mr. Jackson had done wrong in ordering the men out in the way he did. Mr. Jackson objected to Mr. Prince saying he had done wrong, for he had done as the rules stated, and he knew if Mr. Mansell had been present no non-member would be allowed in the room during business. The charges were then adjourned, and the minutes were unanimously adopted. A motion was passed that Mr. Maskey be asked to attend and explain his conduct at the previous meeting; also that it be brought forward at next meeting as to Mr. Maskey's advertisement in *SEAFARING*, the account of which had not been paid. The secretary then brought forward the advisability of a Widows' and Orphans' Fund being established. He also read circulars received from South Shields relating to the same, and saying that a concert was to be held on Monday with the object of raising funds for the above. He hoped that all members who could would assist in a financial manner such a noble cause. A long debate, in which most all members took part, ensued, and it was decided that all who could would attend, and that at next meeting the advisability of holding a concert in Newcastle should be discussed. The meeting then adjourned.

At the general meeting, November 4, held at Lockhart's, Mr. Randall occupied the chair. The minutes of previous meeting were unanimously adopted. A special meeting was reported as to stopping ships where non-Union men were on board, and the secretary reported that they had been successful in some instances, and he hoped that in a short time there would be no seabs on board any ship, either sailing or steam, that came to Newcastle Quay. (Hear, hear.) Complaints were made by Mr. Timlin that a man had been on board ss. *Tynesider* looking for a fireman's job, and had stated that Mr. Mansell had said if he got a ship he could join the Union. He wished to know if such was correct? Mr. Mansell stated that the man in question had been to him and stated that he had got a ship to go to, and asked if he signed could he join the Union. Mr. Mansell said in the event of him signing he could join the Union as a trimmer, for he (Mr. Mansell) thought if a man signed in a ship it was best for him to join the Union rather than sail as a scab. (Hear, hear.) The explanation was accepted. Seven sailors and 10 firemen were reported out of employment. Unfinished business was then gone into, the Widows' and Orphans' Fund, and it was resolved that all members assist in getting a concert for the Widows' and Orphans' Fund, and that the names of those who would give their services free should be sent to the secretary. Mr. Jackson then gave an explanation of his conduct, and refuted the charges laid against him. He said he had only acted in accordance with the rules, and he knew if Mr. Mansell would only speak out and tell the members present what he thought about the matter, all would be well. He entirely denied having done wrong or misconducted himself during Mr. Mansell's absence. If the members thought he had done wrong he would apologise for having done so; he left all in their hands. Mr. Mansell said he always spoke out and let the members know what he thought, but in this instance, as he was absent at the time the offence was committed, he could not say anything on the matter; it was for the members who were present at the time to discuss and speak out. Several spoke, and it was then declared that Mr. Jackson was not in fault, Mr. Maskey being drunk was the cause of the whole disturbance. Mr. Mansell was then ordered to summon Mr. Maskey to give an explanation. Mr. T. H. Ramsell spoke as to the

death of a member of the Union by accident at Genoa, whose name was Frank Denny, who was killed on board the *Falcon*, of Sunderland, by being dragged into a winch while oiling and was killed. He was put into a box and carried ashore, and buried in the box. He had no coffin, no one but the English minister, and he (the speaker) had said that it was nothing but right that any human being should have a decent funeral, and he hoped some notice would be taken of this matter. Mr. Mansell was ordered to communicate with the Press and have this brought to light.

The Tyneside and District Labourers' Association has again scored another victory for the Newcastle and Gateshead Gas Workers in raising their pay 10 per cent. all round, and securing for them an eight hours' day instead of a 12, to come into operation the 1st of the New Year. This is a hopeful augury for the future of the society, which owes so much already to the joint exertions of the general and organising secretary, Mr. William Stanley, the financial secretary, Mr. J. James, and the 11 members of the Executive Council. We heartily wish it "God speed." We hope Mr. Newton in his undertaking of selling *SEAFARING* will succeed, Mr. Mansell having appointed him agent. The society has now between 18,000 and 19,000 members, and has saved and placed to the credit of the society in the joint names of the trustees £2,000. They have also been successful in obtaining for the men employed on the Tyne in loading and unloading ships 50 per cent. advance in their prices.

#### SUNDERLAND BRANCH.

This branch held their usual weekly meeting Monday night, when there was a good attendance of members. The secretary reported there had been 20 new members enrolled for the past week. A letter was read from S. J. Ditchfield, Esq., referring to a complaint which was made against the captains of the Londonderry steamers, in respect to them not receiving their wages until within an hour or two before they proceed on another voyage, which was the cause of a great amount of friction with the men. Mr. Henderson then addressed the meeting on the necessity of the E.C. taking steps to thoroughly organise Liverpool, which was a port of great importance. He said that we certainly had a good number of members in that port, but when we came to think that there was something like between 20,000 and 30,000 seamen belonging to that port, it showed us that there was a big work to be done there yet. He thought that when Liverpool was complete the whole of the United Kingdom would be complete. He said that London was now in a satisfactory position, thanks to the prompt action of the officials of the Union which they took in the dock labourers' strike. The secretary announced to the meeting that Mr. T. M. Walsh, district secretary at London, had been returned for the County Council, which was received with cheers. The secretary said that some people had said what benefit would the seamen receive by having representatives on the Municipal Boards? He contended that there were a good many benefits which could be received in Sunderland; there might, for instance, be many things done by making deep water quays on the side of the river. A member said was it not possible for the meeting nights of each branch to be inserted in *SEAFARING* along with the addresses of the secretary, so that members could go when they should be in any other port? It was decided that the secretary write to the editor and ask him if he could do so.

[We shall be glad to do so.—Ed. *SEAFARING*.]

#### SOUTHAMPTON BRANCH.

Our worthy president, Mr. Edward Arnold, having opened meeting, November 5, and the usual business having been disposed of, the vice-president requested the chairman to inform the meeting of the efforts about to be made to obtain for our brethren of the South-Western Company some emolument beyond the present low rate of wages paid by the company, when, as if to announce the chairman's assent to promulgate his views, an explosion took place immediately beneath the presidential chair! Some larkish brother on a scene intent, had placed beneath the "throne" a monster rocket, which jumped and jerked, emitting coruscations and scintillations. At the first explosion our respected leader jumped erect, stared in a mild, forgiving manner at the secretary (a perfectly innocent man!) His eyes protruded! He bounded from his chair, threw his arms in the air, and said, "What son of a gun put that darned thing under my stern!" The secretary called the "explosive" to order, and after some moments "panting" peace was restored. Mr. Sprague spoke at length on the subject of the deputation to the South Western Company, alluding in very complimentary

terms to Captain Corke's urbanity on the occasion. He felt sure that it would be impossible for Captain C. to obtain the services of a more respectable and sober set of men than those employed in the South-Western Company. It amounts to this: That if no concession were made to the requests of the men, then those requests must be abandoned for demands. However, the men themselves were very much to blame for not joining the Union, as if all had joined, the company ere now would have listened to the voice of the majority. Captain Nash congratulated the branch and himself upon the fact of the presence of Mr. Clarke on the occasion of the deputation. Mr. Clarke held a very highly respectable and responsible position as representative of a paper possessing great influence in the county, and he would circulate the statements made relative to the affair. Mr. James Ford Fasham (Ordnance Survey Department) here entered the lodge, and spoke relative to Mr. Tankerville Chamberlayne's kindness in having obtained from the Lords of the Admiralty another medal for Mr. Charles Edward Tizzard, to replace that lost at sea some years ago. The following letter was read:—"Clevedon, November 4. Dear Mr. Fasham,—I am glad to say I have succeeded in inducing the Admiralty to grant another medal to Mr. Tizzard. They have written to say they have ordered one to be made at the Mint, as they have none in stock. I can only say I am very pleased to find I have been able to do something for a Southampton sailor. I shall receive the medal when it is ready, and I hope I may have an opportunity of presenting it in person.—Yours truly, TANKERVILLE CHAMBERLAYNE." Mr. Fasham added that Mr. Chamberlayne had expressed his willingness to attend a meeting and himself present the new medal (for hard service in the Arctic Regions) to Mr. Tizzard, and he begged to assure the members present that what Mr. C. had done to serve Tizzard, at Captain Nash's urgent request, he would be pleased and happy to perform for any other man connected with the Sailors' Union. The secretary said he would take this opportunity of asking Mr. Fasham to convey to Mr. Chamberlayne the deep appreciation of his kind sympathy, and the hearty thanks of the branch. Bro. Sheens—our nautical nineteenth century good Samaritan—begged to propose a hearty vote of thanks to Mr. C., seconded by Mr. Parsons. Carried with acclamation. Mr. Fasham responded. The secretary was requested to send the correspondence relative to the "medal" to Mr. Wilson as evidencing the great goodness of certain wealthy and influential men displayed towards the seamen of Southampton.—Mr. Tizzard arrived on the scene at this moment and was hailed with three tremendous cheers. He appeared quite overcome with gratitude and astonishment at the agreeable surprise awaiting him, and in well-chosen language expressed his thankfulness to Mr. Chamberlayne and to Captain Nash for having solicited that gentleman's aid to recover his cherished emblem of honour. Some time was passed in friendly converse and then the meeting terminated.

The Union Company's steamer *Tartar*, captain H. de la Cœur Travers, which sailed from Southampton on Friday, for the Cape, will receive on board, as passengers at Lisbon, the Prince and Princess d'Arenberg, two children, and a suite of no less than 20 servants. Such high patronage proves the growing popularity of the "Union," and its gallant ships. A correspondent writes:—"At the Conservative dinner held at Southampton, Alderman Barford presiding, to take farewell of the late secretary, much private comment was excited by a curious incident. It appears that a couple of local Tories wrote to Mr. McCalmont on the matter, soliciting a subscription in aid of the proposed testimonial to be presented on the occasion. It is said that no reply has been received to either communication, while Mr. Tankerville Chamberlayne, who by some means got to hear of the affair, sent a subscription and a hamper of pheasants, which arrived in time for the feast. The worthy gentleman was telegraphed for, but some engagement prevented his being present. His health, however, was proposed from the chair, and most cordially received, while the name of McCalmont was not mentioned during the whole proceedings.—This, says our correspondent, is pleasant news for us, for we feel sure no other gentleman, politician, poet, or pastor, feels more kindly towards the Sailors' Union than does Mr. Tankerville Chamberlayne. Some months ago, Mr. James Ford Fasham read at one of our meetings a letter from Mr. Chamberlayne, in which that gentleman said: "I shall be most pleased to give the Abbey for the fête at any time, and I could promise to attend. Will you kindly tell Captain Nash I shall be very glad to

join the Certificated Officers' and Shipmasters' Union? (Loud applause.) Now we are on the eve of receiving the fulfilment of this promised Union. The promised "Outing to London," mentioned in "Joseph's Dream" of October 26, is, we understand, to be postponed to April 1 (of sacred memory), 1890. At the usual weekly meeting held on Tuesday night, November 5, the following letter of thanks to Mr. A. Pleasance, secretary of Tower Hill Branch, for his kindness in trying to help Mr. Orman in recovering his wardrobe from the *Idlevild*, was read by the secretary: "Mr. A. Pleasance, My Dear Sir,—Accept my thanks for your courteous letter, the trouble you have taken to oblige me, and the information kindly furnished me respecting Mr. Orman, who desires also to thank you. Orman will feel grateful to the late owner of *Idlevild* for employment, as it is a good service, and he was comfortable. Failing that, would J. P. Wood, Esq., give him a berth in his new purchase? I will lend Orman the money to get to London, if you kindly send for him. Things here are at a dead flat calm, and those ships running hence carry the same hands voyage after voyage for many years.—Believe me to remain, dear sir, yours faithfully in unity, J. T. NASH."

#### BRISTOL BRANCH.

The Bristol Branch has just held a social reunion, smoking concert, and supper at the Old Stedfast, Bedminster-parade. Mr. Fitzpatrick presided, supported by Dr. Tristram, medical officer of the branch. The gathering was largely attended. In replying to "Success to the National Seamen's Union," the chairman said he was happy to inform members that they were making astonishing progress in organising the seamen of the port. They were in a flourishing condition, and soon Bristol would be second to none of the ports in union. The present meeting was a great credit to them. If they stuck to Union principles they would soon effect a remedy of all their grievances. He concluded by pledging the seamen of the port to attend with their banners on Saturday the demonstration of factory girls who were out on strike, and appealed to their manhood to support these poor women in their efforts to get in the sinews of war to maintain them in their arduous struggle for better conditions. A collection was made for the girls.

Victory emblazoning her banners, the good ship Union, before fostering winds of triumph and success, forges merrily ahead, with all plain sail set, her capacious hold stowed to the combings with a variety of interests, to the secure haven awaiting all who ardently wish her glorious reckoning. Every hour brings fresh accessions of strength, all hands at last satisfied as to her weatherly qualities, notwithstanding the efforts of the hapless wight who, preaching to a crowd of benighted longshoremen on Monday last, asserted that a Labourers' Union card was a sufficient credential for them to work side by side with National Union Seamen and Firemen, and reap the benefits of increased run money secured by the branch for her members, by the action lately taken in respect to which all ship work in harbour, runs, contracts, &c., has passed to members of the National Seamen's Union. This mealy-mouthed windbag has yet to learn that the first principle of Trades Unionism is, "Every man to his own trade." But with no other claim to credence on nautical matters, than could be gained by 25 years' swelling round a stool; with a grey goose quill for a propeller, it is perhaps too much to expect that he could know better. At the meeting above referred to, this Sir Oracle Professor of Neo-theology thought he would spring the following astounding piece of information upon his hearers, viz.: "That more ships were lost arriving and departing from our shores with duly qualified pilots on board than were vessels served in the capacity of pilots by their own officers." After this we shall not be surprised to hear this gentleman advocate the manning of our mercantile marine with clerks and upholsterers and officered by schoolmasters. When an advocate and leader the seamen of Bristol have lost! The dispute referred to in last week's report from this branch, as between the Bristol Steam Navigation Company and their sailors and firemen, has been amicably settled, the full Union rates for the district being acceded to—viz., 30s. 4d. sailors and firemen in cross channel passenger boats, and 30s. 4d. sailors, and 32s. 6d. firemen in the continental trade. The stewards and cooks, who were getting 25s., have now 35s., and carpenters who had 30s. have now the value of the shipwrights working in the shipyards ashore, viz., 37s. 6d. Good progress this for one week's reckoning. The riggers of the port, with the ex-

ception of a couple of scabs, who are mean enough to compete with us on a Labourers' ticket, have joined, and the tugboat hands and small craft generally are coming in, and, on the arrival of our general secretary, which we hope will not be long deferred, we trust to give him a thorough Union welcome. The following rules as to runs, contracts, &c., were declared unanimously binding at our last meeting, viz.: Newport and Cardiff, £1; Barry, £1 5s.; Swansea, £1 10s., 10s. in excess of those figures to be charged when the vessel worked is lying at Sharpness. Runs in all cases to terminate in the docks or basin of the port of transfer. In cases where contracts to work the ship through, until ready for sea, at any of the above-mentioned ports, are undertaken, the figures charged shall be—Cardiff and Newport, £2 per man; Barry, £2 5s.; Swansea, £2 15s.; and where not ready for sea within four days, 10s. for every 48 hours, or part of 48 hours in excess of that period. The strain upon the secretary during the past fortnight has been so great that the meeting took into consideration the appointment of an assistant, and, subject to approval of the E.C., Bro. Charles Jarman was elected unanimously to the post.

#### MIDDLESBOROUGH BRANCH.

The usual weekly meeting of this branch was held on Monday night last, Mr. John Hardy (vice-president) in the chair, Mr. Charles Shaw in the vice-chair. Several new members were introduced and enrolled, on the motion of Mr. Cairns, seconded by Mr. Kelly. On the motion of Mr. McCormack, seconded by Mr. Mitchell, the minutes of the previous meeting were confirmed. After the correspondence had been attended to, it was reported that a man had come over from Antwerp in a steamer to join her as cook. After a little discussion it was decided, on the motion of Mr. Kelly, seconded by Mr. Mucklow, that the man in question be not accepted as a member of this Union until the ship in question had left Middlesborough, we having good cooks at present walking about. This was carried. After various other business the meeting adjourned, on the motion of Mr. Brady.

#### WEST HARTLEPOOL BRANCH.

At a recent meeting of the above branch a vote of condolence was passed with the relatives of T. McBay, T. Winship, and C. Palmer, three brother members, who lost their lives in the ss. *Chanticleer*. A subscription list in aid of the widows and orphans has, up to the present, realised £3 3s., chiefly through the exertions of Mr. Bailey, president of this branch. It has been decided here to admit all qualified seamen working ashore on paying 2s. 6d. down and the remaining 8s. in weekly instalments, or at the conclusion of first voyage or run after joining.

#### FLEETWOOD BRANCH.

At the last meeting, Mr. William Johnson presiding, there was a fairly good attendance as well as members from outside branches. The minutes of last meeting were read and adopted and correspondence read from other branches. The financial statement of the branch was adopted. It was proposed by Mr. Johnson, and seconded by Mr. Calligan, that the first concert of the Seamen's Union be held on Saturday, November 16, at 8 p.m., the secretary, chairman, and committee to provide for its requirements and to invite Mr. Wilson, general secretary, to attend. The delegate, Mr. Mitchell, having presented his report of the work done at the annual congress, it was adopted amidst loud cheering, and a vote of thanks unanimously given to him as well as to the general secretary and the congress collectively for the efficient manner in which they discharged their duties, and for the work done in placing our Union on a more solid basis. Shipping in Fleetwood scarce at present. Wages as usual. Meeting adjourned to Wednesday, November 6th. The address of the Union clubroom here is corner of Albert-street, Fleetwood.

#### DUNDEE BRANCH.

The usual weekly meeting of this branch was held on Monday night, November 4; there was a good attendance. Mr. J. Smith presided, in the absence of the president. The meeting was called to order at 7.30, when the minutes of the previous meeting were read and confirmed. Correspondence was read and discussed. With regard to Mr. Gray's letter referring to the Widows' and Orphans' Fund nothing definite was come to, so it was laid aside until Union men saw or heard more about it. The following is a suggestion by Mr. William Forrester, regarding the Seamen's Institute in Cardiff:—He says, in his opinion, that the charge is too high, and that instead of encouraging men to go

to it, it makes them pass it by, on account of the high charges, and he thinks that if it was reduced 1s. or 2s. it would be more patronised than at present, and consequently be more sought after. These are the sentiments of many that have spoken to Mr. McKendrick.

#### BURNTISLAND BRANCH.

The *Church Reformer* says: "The Sailors' and Firemen's Union once again furnishes an illustration of the moral value of the boycott. The secretary of the Burntisland Branch writes to the editor of SEAFARING as follows:—

#### 'DISGRACING THE UNION.'

'DEAR SIR,—Last week the captain of the ss. *Fountains Abbey*, applied to me for Union men, as he would not carry any others. He engaged four firemen, who worked on board for three days before signing articles. On being paid for these days, these good (?) Union firemen straightway proceeded to get drunk and riotous. Two of them, Robert Kidd, No. 163, and Alexander Aitken, No. 169, in this branch, further attempted to take their bags on shore again, and thus break their agreement. On the chief mate preventing them from doing this, they grew outrageous and attempted to assault that gentleman for doing his duty; in short, they thoroughly disgraced me and the Union at large. This is to be regretted the more as the captain and chief mates are advocates of our Union, and I earnestly trust that this will meet their eyes, in order to shew that these men were punished for their conduct. On the case being considered by the branch, it was decided to fine them 2s. 6d., and publish their names in SEAFARING. The committee and members of the Burntisland Branch wish it to be known that they are determined to maintain discipline. Defaulters and members guilty of such conduct as that of Robert Kidd and Alexander Aitken cannot escape punishment here. In the future similar cases will meet with a heavy fine and exposure, and, if repeated, with expulsion. As no non-Unionist can sail out of the port, to be expelled from the Union means to be exiled from the district.—I am, yours in unity, JAMES MOODIE, Secretary.

'Burntisland, September 23, 1889.'

"The Trades' Union equivalent of the ecclesiastical 'major excommunication' will henceforth be the portion of any Unionist seaman who does not walk worthily of the vocation wherein he is called."

**FIREMEN PREFER DEATH.**—John Dawson, chief engineer of the steamer *Idaho*, of London, was arrested at Dundee, November 4, on a charge of assault on the high seas. It appears that shortly after leaving Calcutta, one of the firemen, an elderly man named G. van der Velde, a Belgian, threw himself overboard and was drowned, the efforts to save him proving unavailing. He was reported to be a very quiet man, and no reason is assigned for his suicide. On reaching Aden a coolie named Warsamah Sharmak was engaged to fill his place. He was only four days on board when he made an attempt to drown himself. The vessel was then passing up the Red Sea, and the coolie, when asked to go below to trim coals, remarked that he would rather jump overboard. This threat he immediately carried into execution, diving into the water from the upper bridge. A boat was immediately lowered, and the crew succeeded in rescuing him. It seemed as if he was little the worse, but he died six hours later, and was buried at sea. Up to that time no complaint had been made by any of the men, but when the vessel reached Ismailia, one of the crew went ashore and walked to Port Said, where he lodged information with the British Consul that the deceased had been cruelly used by the chief engineer. On the arrival of the *Idaho* at Port Said the Consul made a brief inquiry, and not being fully satisfied, he forwarded a report suggesting that an investigation should be made when the *Idaho* reached her destination. This report was received by Lord Lothian, Secretary of State for Scotland, by whom it was transmitted to Mr. Agnew, the Procurator-Fiscal (or Public Prosecutor) at Dundee. Mr. Agnew was engaged the greater part of last Monday examining witnesses, who occupied time, as most of the crew are foreigners. The captain speaks highly of his engineer, and the officers declare their belief in his innocence. They explain that the coal supplied to the steamer at Calcutta was of inferior quality, and that the firemen had to be kept constantly at work to keep up steam, the result being that they felt a grudge against the engineer for keeping them so hard at work. Mr. Dawson is a native of Aberdeen.



## SEAFARING DISASTERS.

*Alfred* (smack), of Plymouth, laden with granite, was picked up abandoned and dismantled about eight miles S.W. of St. Catherine's, and towed into Cowes. *Allie*, Cablegram from Philadelphia states: British *Allie* got ashore in entering port, but afterwards got off and arrived undamaged.

*Birnam Wood*. Lloyd's agent at Ringsend telegraphs, November 4: *Birnam Wood*, of St. John, N.B., arrived at Ringsend. In towing her into Alexandria Basin the tug gave her too much way. She collided against the pier, and smashed in her outwater and started stem.

*Ben Alder*, see *Isaac Pennock*.

*Bryn Ivor*. Lloyd's agent at Newport, Mon., telegraphs November 6: *Bryn Ivor*, of Newport, Mon., laden with coals for Rosario, encountered a gale on the 26th prox., about 150 miles below Lundy Island, became leaky, and returned; she is now at the mouth of the Usk repairing.

*Constance Ellen* (schooner), of Runcorn, reported aground on the Nore Sand, was towed off and proceeded up the Thames.

*Corean*, which arrived at Glasgow November 3, was struck by a heavy sea, which swept away 52 feet of bulwarks and cattle stalls with 49 cattle, also smashed and rendered useless one of her lifeboats.

*Cynosure* and *Northern Empire* (British barques), reported in collision at Rio Janeiro, have both sustained damage.

*Craigton*. Cablegram from Cienfuegos states: *Craigton* (British s), Cienfuegos for New Orleans, in ballast, lying at anchor off Jardinillos; machinery broken down, irreparable at sea; towage is being arranged for to Cienfuegos.

*Dryad*. A telegram from Larne Harbour, dated November 2, reports: *Dryad* (schooner), official number 16,316, arrived in Larne Lough, having slipped both anchor and chains in Skerry Roads, Portrush, during a heavy gale from the north-west. This vessel encountered the full force gale, and there is no doubt she is the same schooner which the Portrush lifeboat put off to rescue, and in which an officer and two men lost their lives in the attempt.

*Enterprise*, Liverpool for Grand Bassam. A telegram from the captain states: Vessel nearly discharged. Expenses about £150. Ship's back broke. Complete wreck. It is thought the accident to this vessel happened at Assinee.

*Eident*, see *William Hunter*.

*Endeavour* (fish carrier), inward bound, ran ashore on the south side of Halfway Reach.

*Elizabeth*, reported ashore at Elsinore, has been assisted off, badly damaged, and has put into Elsinore.

*Fanny Scott* (British brig) is reported by cable from Buenos Ayres to have grounded off San Pedro, and must lighten.

*Finnart*. A telegram from Lamlash, November 2, states: *Finnart* (schooner), of Greenock (Off. No. 18,285), from Dublin to Ardrossan, with timber, is the vessel reported from Lamlash to have stranded at Holyisle.

*Feducia*, see *Mark Lane*.

*Glanmire* s, reported beached at Dungarvan, has proceeded to Cork, leak having been stopped. Cargo damaged by water.

*Gordonia*. Lloyd's agent at Milford Haven telegraphs, November 4: *Gordonia* s, from Sebastopol for Liverpool, laden with grain, put into Milford Haven for coal, and had a smouldering fire in upper cross bunker; also had lower press piston spring broken. Sailed same day.

*Hattie E. Tapley*. Lloyd's agent at Hong Kong telegraphs, November 4: *Hattie E. Tapley* (British barque), from Sandakan, laden with timber, has gone ashore, and will probably be a total wreck.

*Isaac Pennock*. Steamers *Isaac Pennock*, of South Shields, and the *Ben Alder*, of Leith, were in collision in Half-Way Reach November 5. The *Isaac Pennock* moored off Gravesend with damage to port quarter; the *Ben Alder* has damage to stem, and has proceeded.

*James S. Lowell*. Lloyd's agent at Portland telegraphs, November 5: *Martello* s, from New York for Hull, arrived, reports that on October 26, in lat. 42° 10' W, long. 57° 33' W, passed the schooner *James S. Lowell*, of Bath, derelict, with decks stove in, masts gone, hull just awash; very dangerous to navigation.

*Josie*. Lloyd's agent at Barbadoes cables: *Josie* (British schooner), from Demerara to Halifax, is at Barbadoes leaking badly, and must discharge for repairs.

*James Watt*. Telegram from Port Said states: Bunkers of British s *James Watt* took fire in port at Port Said, but has since been extinguished. Cargo damaged by fire and water.

*Lucretia*. A report received in San Francisco states that the *Lucretia*, whaler, was totally wrecked on Heald Island on September 5. Crew saved.

*Lamington*. A telegram from Perim relative to the *Lamington* s, states: Propeller will be repaired; part of cargo will have to be discharged.

*Lady Sondes*. Millsted, master, of Faversham, Off. No. 80,510, which sailed from Charleston (Cornwall) for Brussels, with china clay, on August 13 last and has been mentioned as overdue, was posted at Lloyds, Nov. 6, as missing.

*Marion Ross*, of Montrose, from Newburgh to Shields, with stones, became leaky in gale and put into Montrose, making a good deal of water.

*Maud Hartmann*. A telegram from Hamburg states: *Maud Hartmann* (British s), bound for

Cardiff, has put back to Altona with screw shaft worked loose. Must go into dock for survey and repairs.

*Manitoba* s, of Glasgow, passed Kildonan November 3, with mainmast gone, and with a heavy list to starboard. She is from Philadelphia.

*Maharajah* s, of London, has put back to Las Palmas with machinery broken down.

*Mark Lane*. Lloyd's agent at Cardiff telegraphs: *Mark Lane*, loaded with timber, when proceeding up New Roath Dock, ran into *Feducia* (Italian barque), damaging the latter's stern; former apparently uninjured.

*Mast*. The master of the *Athalia* s, from Java, arrived at Greenock, reports having passed a mast standing about 15 feet out of water, eight miles abreast of Holy Islands, dangerous to navigation.

*Moss Brown*. Lloyd's agent at Galveston cables: British *Moss Brown*, loading cotton for Liverpool, took fire in port and the fire was not extinguished until much damage was done to cargo by fire and water; the vessel sustained but slight injury.

*Norman McLeod* has arrived at Talcahuano with starboard bow stove in. Had been ashore on the Island of Santa Maria, but was got off unassisted. Must discharge cargo to get at the damage.

*Northern Empire*, see *Cynosure*.

*Ocean* (schooner), from Cullen to Sunderland, in ballast, in entering Arbroath Harbour, during a strong westerly gale, struck the Lee Pier Head, and was assisted in, much damaged and leaky.

*Ramon de Larrinaga*. Telegram from Liverpool states: The *Ramon de Larrinaga* s, which arrived October 29 from New Orleans, is reported on fire.

*Revita*. Telegram from Para reports that the Columbian schooner *Revita*, from Liverpool, had arrived at Para leaky, having been ashore at Purup. Extent of damage to cargo, if any, not yet ascertained.

*Royal Tar*, from Saffi, arrived at Falmouth November 6 with loss of jibboom.

*Shakespeare*. Lloyd's agent at Philadelphia cables: *Shakespeare* s, reported ashore, has been assisted off, and arrived at Philadelphia. No apparent damage.

*Scotia* (British brigantine), from Figueira for Cadiz, with ballast, in crossing the bar at Figueira, in tow of a s, the tow line broke, and the sea being rough on the bar she went ashore in a bad position.

*Sarah Ratcliffe*. Lloyd's agent at Kerch telegraphs, November 1: *Sarah Ratcliffe* s, grounded Yenykale, mid-channel, but is not likely to take injury.

*Scotos* s, from Newport for Castro, arrived at Falmouth with machinery disabled.

*Shark* s, of Whitehaven, Troon to Newry, coals, put into Lamlash leading badly. Has been beached to discover leak.

*Sheikh*. Cablegram from Savannah states: British s *Sheikh* has returned to Savannah with boilers leaking seriously. Will be repaired and will proceed.

*Salvador*. Lloyd's agent at Gibraltar telegraphs: *Salvador* (British brigantine) experienced heavy weather on October 27, and lost main rigging.

*Star of Hope* (smack), of Dover, engaged conveying bunker coal to the *Talley Abbey* (screw s), of Cardiff Roads, had just reached the steamer's side when she foundered.

*Saxon Maid*, at Runcorn, with china clay, from Par, lost anchor and 30 fathoms chain near Crosby Lightship, November 4; cargo probably damaged.

*Tom*. As the *Ada*, of Danzig, was proceeding up Blackwall Reach, river Thames, she ran into and sank *Tom*, barge, loaded with cocoa nuts, whilst lying at Greig's Wharf. The steamer proceeded up the river, having received no damage.

*Tresco*. Telegram from North Shields states: The new screw s *Tresco*, which left the Tyne for Galveston in ballast, has put back to North Shields with her machinery disabled.

*Vessel*. A small vessel, deeply laden, supposed a sloop, dismantled and abandoned, is off St. Catherine's Point, three miles south. Now in charge of fishermen.

*Woolton*. A cable message from Santa Fé reports: *Woolton* arrived; most of the cargo is damaged by sea water.

*William Hunter*. Lloyd's agent at North Shields telegraphs: *William Hunter* s, of and for London, coal laden, whilst leaving the Tyne Dock for sea, collided with the *Eident*, screw s, of Sunderland, from Dunkirk, in ballast, which was going into the dock. The *Eident* sustained damage to some plates on her port bow, above the water line; the *William Hunter* proceeded on her voyage, and was apparently undamaged.

*Westmeath*. Telegram from Colombo states: *Westmeath* (British s) from Java, has returned to Colombo on fire.

*Wreckage*. A telegram from Leith reports as follows: A quantity of *Wreckage*, comprising several pieces of wood, two cattle troughs, two mattresses, and some bedding, turnips, and cabbages, was washed ashore at Kirkcaldy.

*Wick Lassies*, from Dublin for Lowestoft, with bog ore, arrived at Falmouth November 6 leaky.

*Whitehall*. Lloyd's agent at Gibraltar telegraphs, November 6: *Whitehall*, British steamer, encountered a heavy gale off Denia October 29, and had lifeboats and compasses damaged.

THE sloop *Osprey*, 1,130 tons, built at Sheerness Dockyard in 1877, at a cost of £56,155, has been condemned as unfit for further service as an effective ship of war.

## SHIPS SPOKEN.

A topsail schooner, shewing a flag, the latter part of the name being Matthews, steering SSE, October 17, lat. 37, long. 67, by the Beaconsfield, at New York.

A Clan Line steamer, steering SE, October 23, 10 N, 17 W.

A Ducal Line steamer, steering SE, October 18, 25 S, 10 E.

A. J. Fuller (American ship), bound west, October 28, 50 N, 12 W, by the Lydian Monarch s, in the river Thames.

A Wilson Line steamer, bound west, November 1, 50 N, 21 W, by Fulda s, at Southampton.

Abercarne (barque), of Glasgow, Swansea to Aden (Port Natal), all well, October 31, 40 N, 12 W, by the Hevelius s, at Southampton.

Aberdeen (s), London to Melbourne, October 14, 7 S, 4 W.

Andaman, for Algoa Bay, October 28, 36 N, 19 W, reported from Liverpool.

Airie (ship), of Dundee, New York to Calcutta 30 days, October 23, 6 N, 24 W.

Arete (barque), of Newport, October 31, 40 N, 12 W, by the Hevelius s, at Southampton.

Addie H. Cann (British barque), Haines, Falmouth to Portland, October 19, lat. 41, long. 69.

Aldersgate s, of London, November 5, off Old Head of Kinsale, by the tug Flying Irishman, at Queenstown.

British barque, steering SSE, September 28, 44 S, 61 W.

British barque, steering SW, October 26, 30 N, 19 W, signalled "Crew imprisoned, cannot beat up again," by the Chaucer s, at Liverpool.

Blackheath s, steering south, November 2, 48 N, 6 W.

Borrowdale, of Liverpool, October 14, 14 N, 33 W, by the Opawa, off Falmouth.

Callao (British barque), from Lobos Island, October 18, 6 N, 28 W, by the Gulf of St. Vincent s, at Liverpool.

Caroline Spooner, Cardiff to Valparaiso, October 29, 10 miles westward of Lundy Island, by the tug Falcon.

City of Lucknow, for Beaufort, October 12, 17 S, 37 W, reported from Liverpool.

City of New York s, November 3.

Conway Castle s, steering south, October 27, 16 N, 18 W.

Cormorant (H.M.S.), steering NE, October 29, southward of Tenerife.

County of Merioneth, of Liverpool, October 20, 43 N, 9 W, by H.M.S. Euphrates, at Malta.

Coriuth (barque), of London, bound west, October 20, 49 N, 7 W, by the Lakfield, at Antwerp.

Corisande, from St. John's Harbour, steering south, October 1, 31 N, 36 W, by the Aigburth, in the river Thames.

Duleep Singh (British ship), Rangoon to Rio Janeiro August 7, 8 N, 93 E.

Edward A. Sanchez (barque), Rio Janeiro to Orchilla, September 13, 20 S, 33 W.

Enone (British ship), Rangoon to Liverpool, September 30, off St. Helena, by the Georgie, at St. Helena.

English barque, September 14, 6 N, 24 W.

English barque, September 17, 9 N, 24.

English barque, August 29, 27 S, 16 E.

English barque, October 7, 40 N, 38 W; by the Erwin Rickmers, Muhle, in the Weser.

Ellisland, of Liverpool, New York to Calcutta 35 days, September 12, 4 N, 24 W.

"Francis Elliot" s, bound north, October 21, 30 N, 39 W.

Ferdinand Fischer, steering south, September 26, 10 N, 24 W; by the Kate Thomas, in the Elbe.

Forfarshire (barque), of Glasgow, Maryport to Tehuantepec Bay, September 25, 7 S, 28 W.

Falcon, of Charleston, steering east, October 23, 47 N, 45 W, by the Egypt s, at Liverpool.

Glenslin (ship), Colombo to New York 45 days, all well, October 8, 30 S, 14 E.

Governor Anes (schooner) (supposed), Buenos Ayres to Baltimore, October 14, 36 N, 75 W.

Hesperus, of Aberdeen, September 14, 15 S, 23 W.

Hesperus (British ship), London to Melbourne 58 days, September 28, 32 S, 20 W.

Hallgerda (British ship), Hong Kong to New York 68 days, all well, September 19, 27 S, 46 E, by the Jupiter, at Natal.

"J. E. Kelly," from Kobe, October 13, 7 N, 29 W.

Larnaca, for San Francisco, September 21, 43 S, 63 W.

Lady Octavia, for Valparaiso, September 29, 29 S, 45 W.

Lothair (British barque), Newport to Buenos Ayres 25 days, all well, September 23, 11 N, 27 W.

Mirzapore (barque), of Liverpool, Lobos Island to Falmouth, October 2, 9 N, 27 W.

Martello s, New York to Hull, October 23, 41 N, 50 W, by the Cufic s, at New York.

Macmillan (British ship), Cardiff to Santa Rosalia, July 29, 9 N, 25 W, all well.

Marie (ship), Havre to Galega Island, September 5, 21 S, 25 W.

Merle, for East London, October 27, 45 N, 9 W, reported from Liverpool.

Nebo, for Sydney, September 9, 10 S, 31 W, reported from Liverpool.

Orealla (British ship), for Calcutta 30 days out, October 16, 6 N, 31 W.

Parthia s, steering south, November 2, 47 N, 6 W, by the Moor s, at Southampton.  
 Patterdale (ship), of Liverpool, steering south, September 30, 5 N, 26 W.  
 Pretoria s, Southampton to Cape Town, October 20, 15 N, 18 W, by the Taymouth Castle s, in the river Thames.  
 Rose of Devon (barque), October 27, 45 N, 11 W.  
 Rhaetia s, steering west, October 25, 51 N, 9 W, by the Gellert s, Kaempff, in the Elbe.  
 Stormy Petrel (barque), of Liverpool, New York to Valparaiso 26 days, October 15, 5 N, 30 W.  
 Sulitelma (British barque), Rangoon to Falmouth, September 28, off St. Helena, by the Gripen, at St. Helena.  
 Storm King, for Melbourne, October 13, 29 N, 24 W, reported by telegraph from Liverpool.  
 Silicon (barque), Sables d'Olonne to Philadelphia, October 23, off Cape Race, reported from New York.  
 Swansea (English barque), steering south, September 13, 1 N, 24 W; by the Guiseppina Bartolli, in the Elbe.  
 Selkirkshire, of Glasgow, September 15, 13, S 29 W.  
 State of Maine, for Hong Kong, September 16, lat. 9, long. 27, by the Elise, at New York.  
 Thornhill (British barque), Port Natal to Barbadoes, September 13, 33 S, 29 E, by the Slieve Donard, at St. Helena.  
 Tongariro s, steering south, October 27, 16 N, 18 W.  
 Tartar s, steering south, November 2, 47 N, 6 W.  
 Teutonic s, November 3, by the City of Paris s, at Queenstown.  
 Taunton (barque), of and from Swansea to Robben Island, September 16, 8 N, 25 W.  
 Wilhelm, of Bremen, steering east, October 23, 47 N, 34 W.

WITH reference to wrecks of her Majesty's ships, a new clause in the Queen's regulations orders that, in case of emergency, when there is not time to obtain the previous authority of the Admiralty, the senior naval officer present is, before accepting an offer of assistance in raising the ship, saving stores, or otherwise, to arrange the form or manner in which payment is to be made; and he is to satisfy himself that the offer is fair and reasonable. If he is unable to arrange terms to his own satisfaction, he is to make the necessary provision for the matter to be referred to arbitration.

ADVANCE NOTES.—It is well that public attention should be drawn to Section 2 of the Merchant Shipping Act, 1889, which received the Royal Assent after the close of last Parliamentary session, and is now in operation. It provides that any agreement with a seaman made under Section 149 of the Merchant Shipping Act, 1854, may contain a stipulation for payment to or on behalf of the seaman, conditionally on his going to sea in pursuance of the agreement, of a sum not exceeding one month's wages payable to him under the agreement. The section provides, further, that, save as thus authorised, any agreement for the payment of money to, or on behalf of, the seaman conditionally on his going to sea from any port in the United Kingdom, shall be void; and no money paid in respect of any such agreement shall be deducted from the seaman's wages, and no person shall have any right of action, suit, or set-off against the seaman or his assignee in respect of any money so paid or purporting to have been so paid. It is also set out that nothing in the section shall affect any allotment made under the Merchant Shipping Act, 1854, or the Acts amending the same. It may be added that advance notes should be duly stamped, in accordance with the provisions of the Stamp Act, according to their value, and that the drawer of the note, viz., the master, owner, or agent, shall see that the proper stamp is affixed before signing and issuing the document. Thus, where the amount does not exceed £5, the stamp will be 1d.; £5, and not exceeding £10, 2d.; and so on in accordance with the stamps on bills of exchange or promissory notes.—*Shipping World.*

PAYMENT OF BRITISH SEAMEN IN FOREIGN MONEY.—The same Act quoted above has provided a long-needed reform regarding the payment of British seamen in foreign money. By Section 4 it is sanctioned that, "where a seaman has agreed with the master of a British ship for payment of his wages in British sterling, or any other money, any payment of, or on account of, his wages, if made in any other currency than that stated in the agreement, shall, notwithstanding anything in the agreement, be made at the rate of exchange for the money stated in the agreement for the time being current at the place where the payment is made." This section puts an end to the insertion in agreements of clauses fixing stated values on the rupees and dollars in Indian and American currency, which were always in excess of the current rates of exchange, and caused considerable pecuniary loss to seamen.—*Shipping World.*

## HOMeward BOUND SHIPS.

The following ships have been reported as homeward bound or as having left the places mentioned, since our last issue.

Avonmore, Smith, clrd at New York Oct 19—for Liverpool  
 Albano s, left Norfolk Nov 1—for Liverpool  
 August, Jaburg, clrd at Singapore May 21—for London at Table Bay Oct 2  
 Australasian s, left Suez Nov 5—for London  
 Alborough s, left Port Said Oct 24—for London  
 Ajax s, left Singapore Oct 27—for London  
 Adowa s, left Port Said Oct 29—for London  
 Anna, Wingard, left Mozambique Sept 21—for Falmouth  
 Atalanta, left Quebec Oct 21—for Glasgow  
 Andola, Passmore, left St Helena Sept 11—for Channel  
 Anne Main, Black, left Huanillos Nov 2—for Channel  
 Afghanistan left San Francisco Nov 4—for Channel  
 Atlas, Pettersen, left Miramichi Oct 22—for Dublin  
 Alexander, Harstrom, left Java Oct 10—for Hull  
 Arciduca Rodolfo, Martinolich, left New York Oct 17—for Waterford  
 Arethusa, Dunn, clrd at Newcastle, NB, Oct 10—for Whitehaven  
 Britanric s, left New York Oct 30—for Liverpool  
 Basil s, left Ceara Oct 29—for Liverpool  
 British Isles, Southcoke, left San Francisco Oct 31—for Liverpool  
 Bentala s, clrd at Galveston Oct 16—for Liverpool  
 Baron Belhaven s, left New Orleans Oct 31—for Liverpool  
 Brankome Hall s, left Kurrachee Nov 5—for Liverpool  
 British Merchant, Molony, left St Helena Oct — for London  
 Balmoral Castle s, left Wellington Oct 30—for London  
 Blackadder, Grassam, left Brisbane Oct 31—for London  
 Boston City s, left Baltimore Oct 31—for London  
 Bombay s, left Shanghai — for London  
 left Colombo Nov 4  
 Brussels, left Java Oct 31—for Channel  
 Brodick Bay, Wakeham, left Banjowong Oct 31—for Channel  
 Bayswater s, left Buenos Ayres Oct 26—for U Kingdom  
 Cloncurry s, left Aden Nov 1—for Liverpool  
 Catalan s, left New Orleans Oct 31—for Liverpool  
 Catalonia s, left Boston Nov 2—for Liverpool  
 City of Venice s, left Bombay Nov 2—for Liverpool  
 Copernicus s, left Monte Video Nov 4—for Liverpool  
 City of Canterbury s, left Suez Oct 30—for London  
 Clan Robertson, Wilson, left Calcutta Sept 4—for London  
 Cabul, Doyle, left St Helena Oct — for London  
 Catalina, Gardner, left St Helena Oct 16—for London  
 Clan Mackenzie s, left Gibraltar Nov 1—for London  
 Clan Ranald s, left Malta Oct 25—for London  
 Clyde s, left Brindisi Nov 1—for London  
 Clan Maclean s, left Suez Nov 1—for London  
 Clan Monro s, left Malta Nov 1—for London  
 Clan Macintosh s, left Suez Nov 4—for London  
 Clan Macgregor s, left Colombo Oct 30—for London  
 Canara s, left Aden Nov 1—for London  
 City of Agra s, left Colombo Oct 29—for London  
 Clan Matheson s, left Madras Nov 2—for London  
 Clan Fraser s, left Colombo Nov 1—for London  
 Crown of Arragon s, left Durban Oct 27—for London  
 City of Edinburgh s, left Calcutta Oct 31—for London  
 Cutty Sark, Woodgett, left Newcastle, NSW, Nov 2—for London  
 Circe s, left Montreal Nov 1—for Glasgow  
 Circassia s, left New York Nov 2—for Glasgow  
 Concordia, Swart, left Java Oct 31—for Channel  
 Chili, M'Kenzie, left Lyttleton, NZ, Nov 5—for Channel  
 Coriolanus, left Iquique Nov 4—for Channel  
 County of Forfar, M'Intire, left Quebec Nov 1—for Belfast  
 China s, left Malta Nov 4—for Belfast  
 Callixene, clrd at Pensacola Oct 25—for Barrow  
 Cedar Branch s, left Port Said Oct 25—for Hull  
 Cape Clear s, left North Sydney Nov 2—for Hull  
 Cabano, Mugaft, left St Helena Oct 12—for Swansea  
 Caswell, Lewis, left Ascension Oct 17—for Swansea  
 Columbia s, left New York Oct 31—for Southampton  
 Dalmally s, left Galveston Oct 27—for Liverpool  
 Dunvegan, Stevens, left Anjer Oct 24—for Liverpool  
 Dorunda s, left Suez Nov 4—for London  
 Duke of Buckingham s, left Perim Nov 3—for London  
 Doris Brodersen, left Victoria, VI, Sept 13—for London  
 Deep Castle s, left Cape Town Nov 1—for London  
 Duke of Sutherland s, left Sydney Nov 2—for London  
 Deardale s, left Calcutta Oct 23—for Dundee  
 Diana, Stephen, left St Helena Oct 13—for Channel  
 Don Juan, Wenholt, left Iquique Oct 27—for Channel  
 Dunmore Head s, left Baltimore Nov 3—for Belfast  
 Eaton Hall, Lawrence, clrd at San Francisco Oct 18—for Liverpool  
 Echuca s, left Perim Nov 2—for London  
 Erin s, left New York Nov 2—for London  
 Eaton Hall, left San Francisco Oct 19—for Queenstown  
 Earl of Shaftesbury s, left Chittagong Oct 19—for Dundee  
 Euterpe Krause, left Calcutta Oct 23—for Dundee  
 Eduard Pens, Klipp, clrd at Wilmington Oct 10—for Bowling  
 Edinburgh s, left Baltimore Nov 3—for Dublin  
 Frank Carvill, Chapman, left Ship Island Oct 29—for Liverpool  
 Forest Rights, left Quebec Oct 19—for Liverpool  
 Flintshire s, left Malta Nov. 3—for London  
 Frida, left Quebec Oct 19—for Greenock  
 Ferrando s, left Sydney Nov 1—for Tynne  
 Gracia s, clrd at New Orleans Oct 19—for Liverpool  
 Gulf of Mexico s, left Marseilles Nov 4—for London  
 Gervino s, left Suez Oct 31—for London  
 Goa s, left Colombo Oct 30—for London  
 Glamorganshire, left Higo Nov 1—for London  
 Gripen, Ryberg, passed Ascension Oct 5—for Clyde  
 Galileo s, left New York Nov 2—for Hull  
 Guy Mannering, M'Laren, left St. Helena Oct — for Channel  
 Grandee, left Monte Video Sept 23—for Cardiff  
 Heathmore s, left Newport News Oct 22—for Liverpool  
 Henley s, left Newport News Oct 24—for Liverpool  
 Haytian s, left Orleans Oct 31—for Liverpool  
 Heraclides s, left Mobile Oct 31—for Liverpool  
 Hampton Court, left New York Oct 22—for London  
 Huzara s, left Kurrachee Nov 4—for London  
 Hellenes s, left River Plate Oct 28—for London  
 Horton s, left Sydney Oct 30—for London  
 Hugin, left Quebec Oct 19—for London  
 Hermann, Wittenberg, at Mauritius Oct 11—for Falmouth  
 Hvideon, Andersen, clrd at Quebec Oct 16—for Clyde  
 Helene, left Quebec Oct 21—for Glasgow  
 Hartell, Herman, left Pisagua Sept 6—for Channel  
 Horn Head s, left Philadelphia Oct 23—for Belfast  
 Henry, Martinsen, clrd at Newcastle, NB, Oct 16—for Cardiff

Inflexible s, left Newport News Oct 18—for Liverpool  
 Irby, Shaw, left St Helena Oct 12—for London  
 Inanda s, left Madeira Nov 3—for London  
 Innocenti, Cuneo, left San Francisco May 17—for Queenstown  
 Italia s, Schmidt, left New York Oct 27—for Avonmouth  
 left Sydney, CB, Oct 23—for Sharpness  
 Johanne, Isackson, clrd at Parrsboro' Oct 11—for Liverpool  
 J W Taylor s left Monte Video Nov 4—for Liverpool  
 J H Husted, Reiners, clrd at Esquimaux Oct 3—for London  
 James Watt s, left Perim Oct 28—for London  
 Kirby Hall s, left Malta Nov 2—for Liverpool  
 King Arthur, Drummond, left St Helena Oct 10—for London  
 Karamania s, left Colombo Oct 29—for London  
 Khedive s, left Suez Nov 4—for London  
 Kenmore, Milne, left Iquique Oct 28—for Falmouth  
 King, Curric, left Quebec Oct 19—for Greenock  
 Kalliope, Hilgerloh, clrd at Rangoon July 19—for Channel  
 Lagos s, left Madeira Nov 1—for Liverpool  
 Lovell, Strauss, left Halifax Oct 15—for Liverpool  
 Lusitania s, left Naples Nov 3—for London  
 Laertes s, left Suez Oct 29—for London  
 Loch Ryan, Ozanne, left Melbourne Nov 3—for London  
 Lady Elizabeth, Karran, left Astoria Oct 12—for Queenstown  
 Larnaca s, left Perim Nov 3—for Dundee  
 Lepanto, Quartino, left Rangoon Sept 2—for Channel  
 Lizzie Fox, Marsh, left Rio Janeiro Oct 5—for Channel  
 Lacaruna, Simonetti, clrd at Rangoon Oct 7—for Channel  
 Lalla, Neilsen, left Ship Island Sept 17—for Grangemouth  
 Lahs s, left New York Oct 30—for Southampton  
 Millfield s, left Malta Oct 23—for Liverpool  
 Methley Hall s, left Port Said Nov 3—for Liverpool  
 Mascotte s, left Norfolk Oct 24—for Liverpool  
 Maria Stoneman, left Quebec Oct 18—for Liverpool  
 Milton s, left New Orleans Nov 1—for Liverpool  
 Manauense s, left Para Nov 3—for Liverpool  
 Murimbidgee s, left Adelaide Nov 2—for London  
 Magnhild, left Quebec Oct 12—for London  
 Minero, left Geraldton Sept 9—for London  
 Moyune s, left Hong Kong Oct 30—for London  
 Matterhorn, Williams, left Cape Agulhas Oct 15—for Port Natal  
 Mennoch, Chalmers, left Iquique Oct 31—for Falmouth  
 Mysore, Chard, left St Helena Oct — for Channel  
 Marion Ballantyne, left Pisagua Oct 31—for Channel  
 Matilda C Smith, left Apalachicola Oct 31—for U Kingdom  
 Mistle Hall, Nelson, left Calcutta Nov 4—for Dundee  
 Mercurius, Isaacsen, clrd at Chatham, NB, Oct 13—for Dublin  
 Maori, left Quebec Oct 19—for Londonderry  
 Memo, Horn, clrd at St John, NB, Oct 17—for Penarth  
 Medway s, left Barbadoes Oct 29—for Southampton  
 Mexican s, left Cape Town Oct 30—for Southampton  
 Marquis of Worcester, Evans, left St Helena Oct 14—for Swansea  
 Norfolk Island, left St Helena Oct 5—for Liverpool  
 Norge, Reinertsen, clrd at Bay Verte Oct 5—for Liverpool  
 Nubia s, left Bombay — for Liverpool  
 left Suez Nov 5—for Liverpool  
 Nevada s, left New York Oct 30—for Liverpool  
 Northgate s, left Newport News Nov 5—for Liverpool  
 Norseman s, left Boston Nov 5—for Liverpool  
 Ningchow s, left Singapore Oct 25—for London  
 Northern s, left Bussorah Nov 1—for London  
 Norwegian s, left Montreal Nov 2—for London  
 Nautik Mikkelsen, left Guayaquil July 13—for Falmouth  
 Neptun, Thomsen, left San Juan del Sur Aug 23—for Falmouth  
 Neske, Petersen, left Iquique Oct 16—for Channel  
 Northern Monarch, left Iquique Sept 7—for Channel  
 Norlands s, left Cape Breton Oct 23—for Sligo  
 Nubia s, left Cape Town Oct 30—for Southampton  
 Orpington s, left New York Oct 22—for Liverpool  
 Oregon s, left Quebec Oct 21—for Liverpool  
 Oroya s, left Perim Nov 3—for London  
 Orizaba s, left Albany Oct 31—for London  
 Otten, St eensohn, clrd at Belize Oct 4—for Fleetwood  
 Orontes, clrd at Newcastle, NB, Sept 23—for Newport  
 Phoenix s, left Newport News Oct 31—for Liverpool  
 Palestine s, left Boston Nov 1—for Liverpool  
 Princess Alexandra, left Quebec Oct 21—for Liverpool  
 Pedro s, left Galveston Oct 29—for Liverpool  
 Paranease s, left Ceara Nov 3—for Liverpool  
 Pallas s, left Suez Nov 4—for London  
 Port Darwin s, left Suez Nov 4—for London  
 Parramatta s, left Suez Nov 4—for London  
 Prussian s, left Philadelphia Nov 2—for London  
 Pegu s, Talor, left Gibraltar Nov 2—for U Kingdom  
 Port Glasgow, M'Donald, left Iquique Oct 31—for Channel  
 Queensmore s, clrd at Baltimore Oct 28—for Liverpool  
 Quetta s, left Colombo Oct 29—for London  
 Roddam s, left Newport News Nov 2—for Liverpool  
 Roman s, left Boston Oct 29—for Liverpool  
 Roselle s, left Williams Nov 1—for Liverpool  
 Rimutaki s, left Tenerife Nov 5—for London  
 Rodney, Barrett, left Sydney Oct 31—for London  
 Rupehu s, left Wellington Oct 31—for London  
 Royal Alexandra, Jones, clrd at San Francisco Oct 22—for Queenstown  
 River Mersey s, left Norfolk, Va, Oct 14—for U Kingdom  
 River Avon s, left Newport News Oct 22—for Berwick  
 Rosehill s, left Aruba Nov 2—for Hull  
 Spenser s, left St Vincent Nov 4—for Liverpool  
 Sorata s, left Lisbon Nov 2—for Liverpool  
 Sir Garnet Wolseley s, left River Plate Oct 20—for Liverpool  
 Servia s, left New York Nov 2—for Liverpool  
 Simoon s, left Sierra Leone Nov 3—for Liverpool  
 Sutlej s, left Suez Nov 4—for London  
 St. Petersburg, left Quebec Oct 19—for London  
 Shannon s, left Colombo Nov 4—for London  
 St. Oswald s, left Port Said Nov 3—for Dundee  
 Slieve Donard, Campbell, left St. Helena Oct 1—for Channel  
 Strathblane s, left Suez Oct 24—for U Kingdom  
 Selene, England, left Portland, O, Oct 15—for U Kingdom  
 Star of Denmark left Portland, O, Oct 18—for U Kingdom  
 Saller s, left Colombo Nov 1—for Southampton  
 Themis, Bushen, left Brazil Oct 25—for Liverpool  
 Thales s, left Pernambuco Nov 1—for Liverpool  
 Tower Hills, left New York Nov 2—for London  
 Tythous, Lambert, clrd at Victoria, BC, Nov—for London  
 Volhalla, Davidson, left Tacotalpan Oct 10—for London  
 Wemah, left St Simons Oct 27—for Liverpool  
 Worsley Hall s, left New Orleans Oct 30—for Liverpool  
 Werneth Hall s, left Bombay Nov 5—for Liverpool  
 Waimate, Cawse, left Wellington Sept 4—for London  
 Yoruba s, left Sierra Leone Nov 5—for Liverpool  
 Yosemite, Roberts, left Iquique July 29—for Falmouth  
 Zoila, left Tacoma Sept 23—for Dublin



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**NOTICE.**

**Wilson Testimonial Fund.**

Mr. Maxwell, the Honorary Secretary pro tem. to the above fund, requests all collectors to be good enough to report progress up to date. Returns have been received from the following branches only, viz., Sunderland, South Shields, Goole, Birkenhead, Southampton, Liverpool, Bootle, Barrow-in-Furness, Middlesbrough, Green's Home, and Grimsby. The time for lists to be sent in together with the sums collected is extended to December 31st, 1889, as many intending subscribers are abroad.

**NOTICE.**

Union Men are requested to board only at boarding houses which are advertised in "SEAFARING." Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. These advertisements will be arranged under the heading of the ports in which they are situated, and are intended as a Directory to seafaring men, which, it is hoped, their friends will endeavour to make as complete as possible, so that men arriving at any port have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors and Firemen's

Union in whose district the house is situated. Boarding-house keepers whose advertisements are already appearing in SEAFARING will be included free of further charge in the proposed Directory of Houses recommended by the Union, their Houses having been recommended before their advertisements were accepted.

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